# AMERICAN

# RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE,

## INSURANCE, BANKING, MINING, MANUFACTURES.

**HENRY V. POOR, *Editor.***

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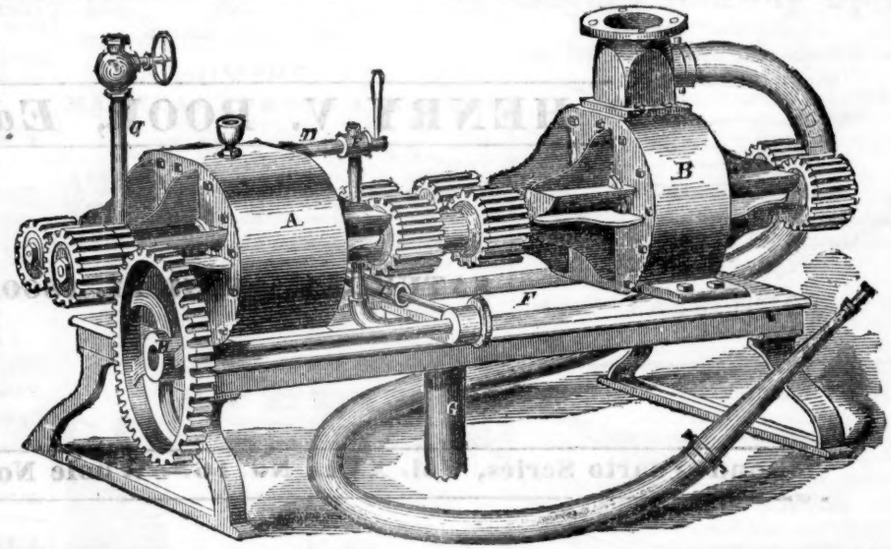


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**PRINCIPAL CONTENTS.**


Victoria Bridge ..... 321
County Bonds in Iowa—Their Validity Established ..... 323
Ventilation of Cars ..... 324
Hanover Branch Railroad ..... 325
Nashville and North-western Railroad ..... 325
Knightstown and Shelbyville Railroad ..... 326
Richmond and Lynchburg Railroad ..... 326
Albany Northern Railroad ..... 326
Steam Engineering in 1859 ..... 327
Railroad Progress in Texas ..... 328
Power of Railroad Corporations to Alienate Their Franchises ..... 329
Atlantic and Great Western Railroad ..... 336
The Recent Attempt to Tax Our Railroads ..... 336
New Invention in Street Railways ..... 337
Pennsylvania Railroad Dividends ..... 337
Don Pedro II Railroad ..... 338
North Missouri Railroad ..... 338
Junction Railroad ..... 339



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(For the American Railroad Journal.)

### Victoria Bridge.


(Continued from p. 303.)


It is a seriously mooted question whether the reliance which is placed upon the *whole width* of the tops and bottoms of these tubes as effective to resist their strains is not a great mistake; and I am not alone in the opinion that a large portion in the centre is of no sort of service, except as lateral supports to the sides; or in other words, that the top and bottom would fail at the edges before the centre would begin to render the services for which it was designed.

If, however, we consider the whole width of the top and bottom of the tubes as effective for compression and tension, some allowance should be made for the lateral bracing necessary in the open girder. From Mr. Barton's description of the Boyne viaduct, 264 feet span and 24 feet wide, it appears that the top cross beam over-head weighs 6.8 tons, and that the lateral bracing in top and bottom weigh 10.9 tons, making a total of 17.7 tons. Reducing these to the width of the Victoria tube, and the weight would be 11.8 tons. Again reducing the length of bridge to 242 feet, and the weight would be only 10.8 tons, so that even in this view of the case the top and bottom of the tubes would weigh 59.2 tons more than the open girders.

Mr. Stephenson in further attempting to demonstrate the superiority of the tubes over framed girders, as regards the quantity of material required for a given length and depth, and designed to sustain the same load, says: "For a further example let me compare the Boyne Trellis Bridge (held by some to be the most economical) with the Victoria tube. The Boyne bridge has three spans; the centre one being 264 feet and the height is 22½ feet. It is constructed for a double line of way, and is 24 feet wide. The total load, including the beam itself, the rolling load at two tons per foot, and platform rails, &c., amounts to 980 tons, uniformly distributed. The bridge is constructed on the principle of 'continuous' beams, a term which signifies that it is not allowed to take the deflection due to its span, but being tied over the piers to the other girders, the effective central span is shortened to 174 feet; in fact this principle changes the three spans into five spans. Now the *effective area* given for compression in this centre span is 113½ *inches*, which gives a strain for the 174 feet span of nearly six tons to the inch in compression."

In reply to this statement, Mr. James Barton, in the Civil Engineer and Architects Journal of March, 1856, publishes the following correction. He says: "In this last sentence is a statement that the effective area of the top of the Boyne viaduct is 113½ *inches*, whereas the *fact* is it is 227, or 113½ inches in *each* of the beams; and the strain, where the span is 174 feet, is, *instead* of 6 tons per square inch, 2.8 tons per square inch. The drawings I furnished to the Institute with my paper gives Mr. Stephenson the areas of *each* bearer."

Mr. Stephenson starting with premises so erroneous, proceeds with his demonstration:

"The Victoria tubes are known to be 275 tons in weight, 242 feet in span, and of 19 feet average depth—the strain not being more than four tons per inch for compression, with a uniform load of 514 tons, which includes its own weight, sleepers and rails, and a rolling load of one ton per foot."

He then proceeds to equate the two, by first supposing the span of the Boyne bridge to be *not* continuous, but to be considered as an independent structure of 264 feet span, and then calculates that to sustain its own weight and a rolling load of two tons per foot, with a compression of four tons per square inch in the top at centre, the area of the chords should be 364 inches; and with his *erroneous basis* of 113½ inches, as their *actual* area, (the weight of the bridge as constructed being 386 tons,) he says it would weigh "little short of 600 tons." He then supposes the Victoria bridge to be constructed for a double line of way, 24 feet wide, and 22½ feet deep, "doubling the sides," and says "the whole weight would be very little more than 500 tons for 242 feet span;" thus leaving it to be inferred that there was an advantage of 100 tons in favor of the Victoria tubes. It is not at all a difficult matter to expose the fallacy of this comparison.

Assuming that the Boyne bridge considered as a single span of 264 feet, required 364 inches of area in the top chords for compression, this area would be only at the centre, and would decrease each way towards the ends. The area at these points is more dependant upon the mechanical connection of the different parts, than upon the strains; for the compression at the ends is theoretically nothing, but practically Mr. Barton allows 100 square inches. The areas for the intermediate space would increase as the rectangle of the segments. Now in the bridge as constructed, the actual area, as given by Mr. Barton, at the centre "is 227 inches. It comes down to 137 inches, near the ordinary points of inflection, and increases to the ends where it is 265.2 inches." This disposition of the material is made in consequence of the beam being continuous, that is, connected over the piers to the adjacent spans, thereby producing a tensile strain over the piers, where in a single span the strain is nothing. The amount of material in the chords would therefore be about 10 per cent. more in the 264 feet span than in the continuous beam. The sides would be no more; the lateral bracing, the floor beams and end pillars, the same. The weight of the bridge, as constructed, is as follows:

| | |
|---|---|
| Top chords | 105.5 Tons. |
| Bottom " | 109.1 " |
| Sides | 82.8 " |
| Cross beam, over-head | 6.8 " |
| Floor beam | 46.1 " |
| Horizontal bracing, top and bottoms | 10.9 " |
| Pillars, over-piers, &c. | 24.8 " |
| Total | 386.0 Tons. |

Increasing the chords 10 per cent. in order to allow for the span being single, and the weight of the bridge would be 407½ tons, instead of 600.

Now let us make the Victoria bridge 24 feet wide, "with the *sides doubled*," and *we double its weight;* that is, we make it 550 tons, instead of 275. Then let us increase its span from 242 to 264 feet, and we increase its weight between the bearings, as the squares of the spans, bringing it up to 574 tons, to which add the bearings, and we have a total of 640 tons, against 407½ tons in the Boyne bridge, *both being brought to a common standard.*

Mr. Barton, after correcting the error into which Mr. Stephenson started, as to the area of the chords at the centre, reduces the two to a common standard, with the result of 386 tons for the Boyne bridge, and 595 for the Victoria tubes, but in doing this he adopts Mr. Stephenson's statement, that the tube increased to 24 feet in width for a double track, and with "its sides doubled," would weigh but 500 tons. This weight for 242 feet span would give 595 tons for 264 feet span. It is quite evident, however, that if the bridge be increased in width so as to carry double the load, its sides being "doubled," the top and bottom must also be doubled, even though the width, instead of being doubled, is only increased to 24 feet; for no matter whether the width be 24 or 32 feet, about the same amount of effective material would be required to sustain the same load.

Mr. Barton says in regard to the comparison he makes: "Nor does even this comparison fully show the advantage on the side of the lattice; for the weights of such bridges will increase in a ratio above the square of the span;" so that, if instead of equating the two bridges by *bringing the tube up* to the standard of the lattice, the *lattice had been brought down* to the standard of the tube, a still greater difference would have been shown in their weights. Upon a reference to the weights given for the different parts of the Victoria tubes and the Boyne bridge, it will be noticed that the sides of the former weigh 84 tons for a single span of 242 feet with a single track only, the maximum load being 2.1 tons per foot; while the sides of the latter weigh 82.8 tons for a span of 264 feet, the maximum load being 3.7 tons per foot. If we take the sides alone, admitting, for the sake of the argument, that the question, as stated by Mr. Stephenson, is really narrowed down to *them*, we shall find that it is a matter of some importance. Doubling the sides of the Victoria tube to carry a double track, and increasing the spans to 264 feet, their weight would not be less than 180 tons against 82.8 in the lattice bridge. If such remarkable differences are found to exist, when applied to a double track, with a span of 264 feet, proportional differences will, of course, be found when the comparison is made upon a common standard of 242 feet span with a single track. The same general proportions will be found in comparing the tubes, with the Warren girder, and it is unnecessary to multiply figures to demonstrate them. So far, then, as gross weight is concerned, there can be no sort of doubt, as to the immense superiority of the framed girders.

Mr. Stephenson was singularly unfortunate in his premises, and (inadvertently of course) making an error of 50 per cent. in his first figures, it is not surprising that the conclusions should be equally erroneous.

That plan of construction which requires the least weight of material for a given strength, irrespective of the cost per ton, is most economical in another important respect, viz: *less of its own strength would be absorbed in supporting its own weight.* The comparison I have made of the Victoria tube with the Boyne bridge, shows that the same strength might have been obtained with two-thirds the material used, thereby lessening the load 80 tons. The working load could thus be increased 25 per cent., the factor of safety remaining the same—or with the same working load, viz: one ton per foot, the factor of safety 3.7, which every engineer will concede is none too high, would have been increased to 4.4.

I have not before referred to one particular advantage claimed for the tubular system, which is that the sides in themselves have an *inherent strength*, whereas the sides of the trellis girders would collapse of their own weight if disconnected from the top and bottom. Upon the standard of the Boyne bridge the sides of the tubes would have 100 tons more material in them, than that structure has. Now if *this excess of material, spread out in a thin sheet, standing on its edge, will sustain more load than it would, properly distributed, in the top and bottom chord, and in the braces of a trellis bridge*, there might be an advantage claimed; but as this proposition is so contrary to all the well known laws that govern the disposition and arrangement of materials in a girder to obtain the greatest strength with the least amount of material, that it requires no abstruse calculations to demonstrate its absurdity. Mr. Liddell in his reply to Mr. Stephenson, says in regard to this claim: "It may, however, be fairly reproached to the plate sides, that not only would *they* collapse, if disconnected from the top and bottom, but that if it were not for the vertical columns and stiffeners, *they would collapse under the action of the top and bottom, without being disconnected from them at all.*" And Mr. Barton says—"Did it not strike Mr. Stephenson that the same argument would prove that there *was no strength in the top and bottom.* What would become of these if disconnected from the sides? Would they not 'collapse?' And the argument from this, (similar to Mr. Stephenson's,) would be, therefore, that the top and bottom do not add any strength, or anything, but *strain* to the *sides.*"

I give the following extract from Mr. Clarke's work on the Britannia tubes in order to show how much superfluous material is used in the sides in order to render them *efficient at all:*

"The material in the *sides* of one large tube is distributed in the following manner:

| | |
|---|---|
| 40 per cent. | in the plates acting as sides. |
| 19 " | " " " covers. |
| 27 " | pillars and stiffeners. |
| 7 " | knees and gussits. |
| 7 " | rivet heads. |
| 100." | |

From this it will be observed that 60 per cent of the whole weight in the sides is required to connect together the remaining 40, and enable it to do its duty. The aid given by the sides in sustaining the load is, therefore, rather expensive, and it may be concluded that if the 40 per cent. contains material enough to make the fraces of a lattice, the surplus 60 per cent. could be more profitably used.

That no difficulty is experienced in fulfilling the dimensions of the different parts of the trellis girders for such spans, is proved by the construction of the Boyne viaduct, having a span 22 *feet greater than the Victoria tube.*

In comparing tubes with the *Warren girder*, Mr. Clarke in his report admits that when the span is small and the depth considerable, the strain on the sides of the former, only calls for plates of such extreme thinness, that as a question of durability, altogether apart from strength, it is *necessary* to use a much thicker plate than theory calls for; and a *waste of material* to that extent undoubtedly takes place. And he considers that here the Warren girder has the advantage, as the material being in bars instead of plates, no such surplus is required; nor are bars of iron of such dimensions so liable to suffer from oxidation as thin plates with so large a surface exposed; but he considers that this advantage is only in the sides, adhering to the statement made by Mr. Stephenson, that the area of the top and bottom must be the same to give the same strength; but when the span is large, as at the Victoria bridge, he considers that the practical difficulties in substituting Warren girders, would consist in uniting the various parts, from their becoming so "ponderous," and that the amount of "superabundant material" required for lateral stability would give the tube an important advantage, while the requisite strength of the sides of a tube of such span, no longer render necessary any waste of materials. In the shorter span he says the Warren girders have another advantage, viz: that they can be put together without *skilled labor*, and on this ground he has frequently seconded their adoption. But he speaks of a danger from trains running off the tracks and through their sides, which does not exist in the case of tubes.

The inference from this is that the materials in the Warren girder can be put together for a less cost of labor; and as bars of iron are cheaper than boiler plate, unless the different parts of a Warren girder, for a span of 242 feet, are too large to be readily procured, or handled, or "connected," the Warren girder would cost less. We have in this country a few small girders constructed on the Warren principle, both in wood and iron, none, however, large enough to adopt as examples in this comparison; but in reply to this statement of Mr. Clarke's, Mr. Liddell gives figures deduced from examples in England. He says: "Now, what are the facts in regard to these ponderous columns, &c. For Warren girders of spans of 242 and 330 feet, the heaviest length of the compression flange between supports, would weight about

| | | | | |
|---|---|---|---|---|
| | 2½ Tons. | | 4½ Tons. | |
| Do. Tension bars | 1 | " | 1 | " |
| The heaviest struts | 1 | " | 2 | " |
| Do. Ties | 0.9 | " | 1¾ | " |

—and in the whole girder of which I have had designs made, as *in all other* girders of a similar

kind, the forged work is not two per cent. of the whole. The bars are all of a much *thicker* and *cheaper* and *stronger* form of iron, than the plate required for a tubular bridge; and the superabundant material required to ensure "lateral strength" is not only *not* more in proportion to the whole weight, than in smaller girders, but the proportion actually diminishes as the length of the girders increase. As regards danger in passing between the girders of Warren's, or *any other kind of diagonal bracing*, I need hardly, I think, say one word. It is unquestionably a thing so easy to be provided against that the merest tyro should be ashamed to make the objection."

Mr. Clarke instances the Newark Dyke bridge as a Warren girder of similar span to the Victoria bridge, but weighing considerable more. The dimensions and weight of the two compare as follows:

| | Span. | Depth. | Width. | Weight, including track. |
|---|---|---|---|---|
| Victoria Tube | 242 ft. | 20 ft. | 16 ft. | 305 tons. |
| Newark Dyke | 240 6 in. | 16 " | 13 " | 292 " |

To make a fair comparison, the two bridges must be brought to a common standard of width, height and span, and their relative strengths compared.

The Victoria tube reduced to 13 feet in width, would weigh the same; for it must have about the same material in top and bottom. Its length reduced from 242 to 240½ feet, would reduce its weight in proportion to the squares of the lengths, viz: to 302 tons. Decreasing its height from 20 to 16 feet, would increase the material in top and bottom, inversely as the depth, giving them 197 tons instead of 158. Its sides would decrease in weight about 20 tons, making the bridge 321 tons against 292 in the Newark Dyke bridge. This, it is true, is but a difference of 29 tons, but there is included in the weight of the Newark Dyke bridge a platform of 50 tons weight, which is represented as being 25 tons more than necessary. Deducting this, and the comparison would stand: Victoria tube, 321 tons; Newark Dyke, 267 tons. Now what is the relative strength of the two bridges? Mr. Stephenson represents the strain on the Victoria bridge with a load of one ton to the foot, in addition to its own weight, to be four tons per square inch compression in the top, and five tons tension on the bottom. The ultimate strength of top being taken at 14.8 tons as its resistance to "buckling," the factor of safety is 3.7. The ultimate resistance of the bottom to tension, according to the results of the Britannia bridge experiments, being 18.6 tons, we have the factor of safety, viz: 3.7. The dimensions of the Newark Dyke bridge, as given by Mr. Chas. Wild, who made the working drawings, give us the factors of safety in that structure, with a working load of one ton to the foot, 9 for the top and 5 for the bottom—so that the top has more than twice the material in it necessary to give the same strength as in the top of the Victoria bridge, and the bottom has about 34 per cent. more. Making the deductions from top and bottom, so as to make the factors of safety the same as in the Victoria bridge, and the weight of the Newark Dyke bridge would be not more than 220 tons. The cost of this bridge is stated to be under £20 per ton, including staging and expense of testing; but adding for difference of cost between Canada and England, the relative cost of a single span of same length (242 feet) would be (deducting tracks):

Newark Dyke Bridge, 195 tons, £25 ..... £4,876
Victoria Tube Bridge, 291 tons, £54 ..... 15,714

Difference in one span ..... £10,839

The difference in the cost on the 24 spans would be about £260,000, or $1,300,000, in favor of the Warren girders.

(To be continued.)

### County Bonds in Iowa--Their Validity Established.

We give below a decision of Judge Love of the United States District Court for the State of Iowa, upon the question of the validity of bonds issued by counties in this State in aid of railroad companies. As the decision is preceded by an elaborate discussion of the question, and cites the various decisions of the courts of the State upon this matter, we give the decision of Judge Love entire.

Robert Moir, vs. The County of Jefferson. } In the District Court of the United States for Iowa.

OPINION OF THE COURT.

This is an action upon several coupons to certain bonds issued by the county of Jefferson to the Burlington and Missouri Railroad Company, and assigned to the present plaintiff. Defendant demurs to the petition, on the ground that there existed, by law, no authority in the counties to issue the bonds or coupons on which the suit is founded.

Section 114, of the Code, provides that "the County Judge may submit to the people of his county at any regular election, or a special election called for that purpose, the question whether the county will construct, or aid to construct, any road or bridge which may call for an extraordinary expenditure," etc. And the question in this case is, whether this section was intended by the Legislature to include railroads, or only the ordinary county roads. If this provision applies to railroads as well as ordinary county roads, then the county of Jefferson was authorized to issue the bonds and coupons involved in this suit.

It is well settled by the decision of the Supreme Court of the United States that the Federal Courts will follow the Supreme Courts of the several States in the construction of their own constitutions and laws.

If it were otherwise, we should have in effect in the same State, the mischievous anomaly of two different constitutions, and two different laws by judicial construction, and the Federal Courts would have the power to set up in any State a local and internal policy at war with the settled policy of the State, founded upon its judicial decisions. A man might gain or lose his title by changing his residence, and, consequently, the forum in which to prosecute or defend his rights. To avoid the intolerable inconvenience which would result from such a conflict of laws the Supreme Court of the United States have established the rule to which I have just referred.

It is, therefore, my duty to ascertain, if possible, what construction the Supreme Court of Iowa have put upon the section in question, and to follow that interpretation.

This question was first decided by the Supreme Court of Iowa at the June term, 1853, in the case of Dubuque County *vs.* the Dubuque and Pacific Railroad. There is no doubt that the case was well considered—the question was directly before the Court, and the judges were evidently fully aware of the importance of the precedent they were about to establish. The Court held that Section 114 of the Code, is applicable to railroads, and that the county of Dubuque was authorized to issue its bonds in pursuance of the provisions of the Code to aid in the construction of the Dubuque and Pacific Railroad. This case was decided before the bonds were issued, upon an appeal taken from the decision of the County Judge ordering the vote.

The question was again before that court (see 4th G. Greene, page 1st, (at the June or December term, 1854, upon a petition praying for a prohibition to the County Judge of Cedar county against the issuing of his warrants to the County Treasury, to pay the interest becoming due on the bonds which had been issued. The Court refused the prayer of the petition, holding that the bonds were authorized by the provisions of the Code. The Court expressly declared that it was their intention to leave the question where the previous decisions had left it." In the previous case of Dubuque County *vs.* Dubuque and Pacific Railroad Company, Judge Kinney dissented, but in the case just cited (State *vs.* Bissell, 4 G. Greene, 333,) the Court was unanimous so far as this question is concerned.

Before the question arose again our Supreme Court, in the case of Clapp *vs.* Cedar County, 5th Clarke, 15, the Judges had been changed. The question was made in that case by demurrer, to a petition to recover the amount due upon certain coupons to the bonds issued by Cedar County. I wish to call particular attention to the very remarkable language of Mr. Justice Woodward, in pronouncing the opinion of the Court.

"That next stage is this—do the counties of this State possess this authority, whether inherently or by express provision? If we were called upon to decide this question now, for the first time for this State, we should certainly entertain heavy doubts of the existence of the power upon any grounds, and if the attempt were made to place it upon Sec. 114 of the Code, under the power to aid in constructing roads, we should think very lightly of the argument. If the power exists, it must have some other foundation.

But this is a subject on which change is disastrous. It is one on which we are bound by former decisions. Such a one has been made, and the public and the world have acted upon it. To change now, *would be the worst of all repudiation, judicial repudiation.* The first decision on a subject of this nature, by the highest judicial tribunal of a State, at a time when the business of the country is moving on, is final—it determines the policy of the State. It is impossible to recede. The world waits and listens for the judicial determination, and then acts accordingly; and in this case has acted with vigor.

This question was determined in the case of Dubuque County *vs.* the Dubuque and Pacific Railroad Company, 4 G. Greene, 1, and in the State *vs.* Bissell, 4 Ib. 328. And five railways have commenced their progress across this State, and several millions of dollars have been subscribed by our counties. Whatever we may think of this as a policy, the Court cannot arrest it consistently, with any regard to the judicial character. The trust must now rest upon the intelligence of the people and their representatives.

Let us next see what the Legislature has done, remembering that we are now in the "early times," when contemporaneous construction arises. By statute of 1854-5, (chapter 128, 1855, 190,) it is enacted that, "Whenever any company shall have received, or may hereafter receive, the bonds of any city or county upon subscription of stock by such city or county, such bonds may bear interest at any rate not exceeding ten per cent.," etc., and the provisions of the act shall apply to any railroad bonds which have been heretofore issued, as well as those which may hereafter be issued. By the same statute (chapter 149, 219,) it is enacted that, in "all cases where county, city, or town corporations have, or may hereafter become stockholders in railroads or other private companies, it shall not be lawful to issue the bonds until, etc.—provided that nothing in this act shall, in any way, affect corporation rights for any contracts or subscription heretofore made with any railroad company or corporation, for the issuing of county corporation bonds."

"Now, when these decisions and this legislation are regarded, does any lawyer expect this Court to overturn all that has been done upon the faith

in them, whatever our present individual opinion may be? We believe not?"

The next case in order is that of King *vs.* Johnson. 6 Iowa, Rep. 266.

This was an action upon the coupons precisely like the one now at the bar. The defendant demurred, and assigned the following among the causes of demurrer: "That the said promises are void upon their face, for the reason that the county had no power or authority, under the laws of the State, to make the same."

Woodward, Justice, in delivering the opinion of the Court, said: "The question whether counties have power, under the laws of this State, to subscribe to the stock of a railway company, and thus to assist in this species of road, has been fully considered in this Court, in the case of Clapp vs. the County of Cedar, 5 Iowa, 15. The question is not argued in this case at the bar, and the counsel do not appear to look for a re-examination of it. Since the decision of the former case the Court has seen no occasion for a change of its views, and the subject will not again be discussed in the present case."

The subject was again before the Court in McMillen *vs.* Boyles, County Judge, 6th Iowa 305.—The question was evidently considered in that case for Chief Justice Wright, in his published opinion in the subsequent case of Young Stokes *vs.* Scott County, says, referring to what was decided in McMillen *vs.* Boyles: "*The power of the County* to take stock is recognized" (in McMillen *vs.* Boyles) by reference to the cases previously adjudicated, and the case turned upon the question of the power of the Legislature to legalize the irregularity in the manner of submitting the proposition." Moreover, Judge Woodward, in giving the opinion of the Court in McMillen *vs.* Boyles, says: "But, inasmuch as that body (the Legislature) *can confer that authority* and *has conferred it*, we conceive that the same body may remedy a defect in the exercise of it."

The question has also been decided by the Supreme Court of Iowa, in the three cases of Garnes *vs.* Robb, Alger *vs.* Robb and Jinkins *vs.* Robb. These cases are not yet reported, but we have in Judge Wright's printed opinion, already referred to, a statement of them as follows:

"In the three cases of Garnes, Alger and Jenkins *vs.* Robb (June Term, 1859) the County Treasurer had levied upon personal property, to satisfy a tax thus voted. The owners brought trespass and replevin, and, among other grounds, urged that the county had no right to levy and collect a tax for this purpose. The question was regarded as settled by the previous cases, and was disposed of by simply referring to them."

In McMillen *vs.* the County Judge and Treasurer of Lee County, 6 Iowa 392, Chief Justice Wright, in giving his opinion, says: "The power of a county to take stock in a company, organized for the purpose of constructing a railroad or other public improvement, though the same has been recognized by a majority of this Court, in the following cases: (citing the cases already referred to.) While I have never concurred in this ruling, and still deny the power, yet it may now, I suppose be regard as settled."

Such is the long and unbroken current of decisions by the highest Court of the State, upon the faith of which the citizens of this and other States have invested millions in these county bonds. Our people have received the consideration of these bonds. In some cases the roads have been actually constructed. This is certainly the case so far as the bonds now in suit are concerned. The people of Jefferson County are in the full enjoyment of the railroad, for the construction of which these bonds were given. Having thus, by the decisions of our highest Court, induced people to lend us their money, and being in the full enjoyment of the consideration, it is proposed that by "the worst of repudiation—judicial repudiation," we should get rid of the payment of these coupons. Surely this would be justly regarded by all the world as nothing less than a judicial fraud—which, next to a pious fraud, is the worst of frauds. Our counties have been, it must be admitted, involved in a great misfortune; for this county indebtedness is a grevious misfortune. It is a very bad thing. It has been all wrong from the first. As an individual, I have ever been opposed to it—I have never in a single instance given a vote to any County loan to railroads. It is now proposed that we add to our misfortune the disgrace of repudiation. But county debt is not the greatest of evils—insolvency itself is a less misfortune than the loss of a character for integrity. The one may be retrived—the other never can! This judicial repudiation now would lead to the utter distraction of all public credit and of all public confidence in the people and government of this State. When and what may we trust, would naturally be asked, since your courts of justice have proved unworthy of confidence?

It is in vain to attempt to get of the odium of this repudiation by a nice criticism upon the reasons which particular judges have from time to time given for their opinions! Still more vain is it to count upon our fingers the number of silent or dissenting judges who have not sanctioned the construction of the code, authorizing the issue of these bonds in order to show that in the aggregate then, a majority of the judges have been opposed to that construction. A majority of the court is the court so far as the validity of their decisions are concerned, and the world justly regards the decisions of that majority as the true evidence of what the law is.

I have looked carefully at the case of Young Stokes *et. al. vs.* Scott County, and I am clearly of the opinion, that it does not overrule any of the previous cases referred to in this opinion. Indeed, it could scarcely have been the intention of the court to overrule these cases, without saying so. Young Stokes *et. al.* was decided at the December Term 1859, and we have seen that as late as the June Term of the same year, the court had affirmed the doctrine established in the previous cases. The case of Young Stokes & Co. *vs.* Scott County was an application for an injunction to restrain the county from issuing the bonds.

In the previous cases, from Clapp *vs.* Cedar County to Jenkins *vs.* Robb, the bonds had been issued and they were in the hands of innocent purchasers. The court therefore in those cases, though entertaining doubt as to the true construction of section 114 of the code, acquiesced in the previous decisions. Judge Wright, himself, expressed his acquiescence in McMillen *vs.* the County Judge and Treasurer of Lee County. But when the case of Young Stokes *et. al. vs.* Scott County arose, under wholly different circumstances and involving none of the evil consequences alluded to by Judge Woodward in Clapp *vs.* Cedar County, Judge Stockton concurred with Judge Wright, in restraining the issue of the bonds. Judge Woodward dissented altogether even in this case—Judges not unfrequently feel constrained to acquiesce in settled decisions even against their clear conviction of what the law is. So it was, I presume, with Judge Stockton in the case of Clapp *vs.* Cedar County and the cases following that decision. But when the question arose involving wholly different circumstances and different consequences, Judge Stockton might, with great propriety, return to his original opinion. Judge Woodward indeed very distinctly intimates in Clapp *vs.* Cedar County that the judgment of the court would have been different but for the mischievous consequences of overruling the previous adjudication.

Hence in Young Stokes and others *vs.* Scott County, we find Judge Stockton declaring in the same breath that the counties of this State, under the provisions of section 114-116 of the code have no power to subscribe to the capital stock of railroads and issue county bonds in payment of the same, and that the State approves of the previous adjudications in Clapp *vs.* Cedar County, and Ring *vs.* Johnson. He says, "in each of these cases, in my opinion, the plaintiff was entitled to recover, &c." I see nothing inconsistent in his position, in view of the ground upon which the court placed their judgment in the first case which arose when he was upon the bench. Nor do I see any reason to suppose he will ever recede from the ground he then occupied in a case involving the same circumstances. Indeed, he declares in express terms that his opinion remains unchanged, that in these cases the plaintiffs were entitled to recover.

It must be admitted by all that it is at least a question of doubt whether the counties are authorized by section 114 of the code to subscribe to the stock of railroads. It would be a very poor compliment to the Supreme Judicial Tribunal of Iowa to say that, without doubt, the counties are not authorized to issue these bonds.

Certainly the action of our Supreme Court will justify us in saying that the authority of the counties is at least doubtful.

Suppose, then, it is a question of doubt in whose favor, under the circumstances of this case, should that doubt be resolved?

Should it be resolved in favor of the county which is in full enjoyment of the railroad, and which still owns the stock; or in favor of the innocent purchaser of the bonds, who has given his money upon the faith of so many judicial decisions? In other words, should it be resolved in favor of that which is manifestly just or that which is manifestly unjust?

But even if the Supreme Court of the State should change front upon this question, this tribunal could not follow them. The Supreme Court of the United States in the case of the Piqua Branch Bank *vs.* Knoop, 16 Howard, 376, held that "In construing the Constitution of a State, this court will adopt a settled construction existing when the contract in question was made, acquiesced in by all branches of the government, and under the authority of which the contract was entered into, and reject a more recent decision by the highest court of the State, as not affording a rule for such a case."

This sound and just principle is, it will be seen, conclusive upon this court, in the case at bar.

The demurrer is therefore overruled.

J. M. Love.

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### Ventilation of Cars.--Mr. Ruttan.

It is well known that Hon. H. Ruttan, of Cobourg, Canada, has, for many years past devoted himself to the subject of *ventilation*. He has now recently turned his attention to the ventilation of railroad cars, and has lately placed his improvement on the Boston and Lowell, among other roads. It has given such entire satisfaction, that the managers of that road have conveyed their approbation to him in the shape of a gold snuff-box of massive size and exquisite workmanship. It gives us great pleasure to copy herewith the letters of presentation and acknowledgment.

Boston & Lowell and Nashua & Lowell Railroads.
Manager's Office, Boston, March 27, 1860.

Hon. Henry Ruttan: Sir—At a late meeting of the Directors of the Boston and Lowell and Nashua and Lowell Railroad Companies, I was authorized to present to you some suitable testimonial on behalf of these companies, in acknowledgment of the value which they place upon the system of ventilation introduced by you into their passenger cars.

Your experiments, continued now through two winters and the intervening summer, with a number of our best passenger cars, have satisfactorily proved that in summer it is entirely practicable to exclude all dust, and at the same time keep up in the car a full supply of fresh air, and that in winter a railroad car may, without difficulty, be readily and thoroughly warmed and perfectly ventilated at a cost for fuel which at least does not exceed that of any other known method of heating.

Lack of ventilation is now one of the greatest evils in railroad traveling, although little thought of by the mass of travelers, because they do not see the foulness which they momentarily breathe; but the time will probably come when the public will be as unwilling to place themselves in the

hot and poisoned atmosphere of an unventilated car as they are already unwilling to put their children in an unventilated school room.

I have no hesitation in saying that your ventilated cars give very great satisfaction to travelers upon our roads, and we shall put the system to general use in our cars as soon as reasonably practicable.

Permit me now, sir, in evidence of the esteem in which your invention is held by us, to present to you, on behalf of our roads, the accompanying gold snuff box, which has been made with great care from an original design for the express purpose, and which I trust may prove in every way acceptable to you.

With assurances of personal regard,
I am, sir, very respectfully,
Your obedient servant,
GEO. STARK, Manager.

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AMERICAN HOUSE, BOSTON, March 27, 1860.

*Mr. Chief Manager:*—Sir, I thank you for this—I may truly say—magnificent present. To form, however, anything like a true estimate of the extent of my thanks, it would be necessary for you to imbibe somewhat of the enthusiastic feelings always incident to the mind of an investigator of science, and then to follow me through the toil, labor of mind and body, as well as the experiments instituted and unceasingly followed up during the last fifteen years of my life.

This I have done in order to place upon a permanent and incontrovertible footing the true system of a spontaneous or natural ventilation, not of railway carriages only, but of houses and all other apartments whatever in which animal life is to be preserved.

It would be gratifying to me, indeed, here to descant upon the subject of ventilation generally, but a due regard to those conventionalities usually observed upon occasions like the present, forbid such indulgence.

For a man to find himself standing in a city which holds the first rank upon this continent, in all that constitutes a character for intelligence: with the directors of a railroad corporation, second to none in importance in America, and which is under the chief management of a gentleman confessedly at the head of his profession—I say for man, after years of study, anxiety and close investigation, to find himself thus situated and receiving a full recognition of his services by the stamp of such an approbation, seldom falls to the lot of any individual, but especially to a non-professional one like myself.

Under these circumstances, sir, you may imagine better than I can describe, my feelings at this moment. Although for very nearly half a century I have held various offices under the government of the Province, (of which I am an inhabitant, and in which I was born,) and during thirty years of that time, the highest county office in the gift of the Crown; and although I have also held, during a part of that period, the highest office in the gift of the people of that Province, yet I can truly say that the successful issue of this invention has given me more true and abiding satisfaction than all these honors (however highly I value them) put together.

I beg, sir, that you will not here misunderstand me. These feelings have no part of their origin in any mercenary motive. There is no necessity for it; but only and wholly in a desire to benefit my fellow-man, and in an ambition, I must confess it—a laudable one, I hope—of having one day a name connected with a branch of science so important to mankind, and so little understood.

I cannot close these few remarks, called forth by the kind letter which you are authorized to address to me, without an acknowledgment of the deep gratitude which I feel toward those of your directors with whom I have had the pleasure of a personal communication, and especially to you, sir, with whom I have necessarily had a more intimate communication during my short sojourn, for the invariable urbanity and gentlemanly feeling manifested toward me during the short intercourse which we have had together.

I have the honor to be sir,
Your obliged and obedient servant.
H. RUTTAN.

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### Pittsburg, Fort Wayne and Chicago R. R.

The earnings of this road for the quarter ending March 31st, 1860, compared with the corresponding period of the previous year have been as follows:

| | 1860. | 1859. | Increase. |
|---|---|---|---|
| January.. | $139,679 61 | $120,541 63 | $19,137 98 |
| February. | 152,255 11 | 128,636 04 | 23,619 07 |
| March... | 190,528 30 | 168,346 75 | 22,181 55 |
| | $482,463 02 | $417,524 42 | $64,938 60 |

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### Hanover Branch Railroad.

This road is 13 miles in length. It commences at Hanover Junction, a point on the Northern Central Railroad, 46 miles north of Baltimore, and extends westwardly to Hanover. At this point it joins the Gettysburg and the Littlestown railroads—the former running to Gettysburg, a distance of 17 miles, and the latter to Littlestown, 7¼ miles—both of which are operated by the Hanover Branch Railroad Company. The earnings of these roads for the fiscal year ending March 31, 1859, were as follows:

| | | |
|---|---|---|
| Hanover Branch Railroad | | $25,945 48 |
| Gettysburg | " | 3,535 80 |
| Littlestown | " | 1,950 90 |
| Total earnings | | $31,432 18 |
| The expenses were: | | |
| Transportation | $2,951 77 | |
| Motive power | 7,847 31 | |
| Repairs of road | 3,749 23 | |
| General expenses | 926 44 | |
| | | 15,474 75 |
| Balance | | $15,957 43 |
| The receipts from all sources during the year were as follows: | | |
| Earnings, as above | | $31,432 18 |
| Sale of iron and materials, stock subscriptions and rent | | 2,101 66 |
| Material on hand per last report | | 3,012 36 |
| Balance in treasury " " | | 1,158 58 |
| | | $37,704 78 |
| The disbursements were: | | |
| Working expenses as above, | $15,474 75 | |
| Renewal expenses | 4,924 52 | |
| Car house, etc. | 647 65 | |
| Rolling stock | 3,665 37 | |
| Interest | 2,116 50 | |
| Debt, etc. | 5,000 00 | |
| Materials purchased | 3,933 66 | |
| | | 35,762 45 |
| Balance in treasury March 31, 1859 | | $1,942 33 |

The entire working expenses, including the Gettysburg and Littlestown roads, and the maintenance of road and equipment amounted to $20,399 27. These expenses appear to have been in excess of the previous year. The increase is due mainly to the additional service performed in operating those roads—the receipts from which, at 30 cents per mile run, amounted to $5,486 70—a sum which about compensated the company for its expenditures, including interest on the investment, and depreciation of machinery employed, and leaving a small margin for contingencies. These roads being regarded as valuable auxiliaries, and therefore having claims on the company's liberality, it was not designed that profits should accrue from them; indemnity alone was desired.

BALANCE SHEET.

| | | |
|---|---|---|
| Assets, viz: | | |
| Road, buildings and fixtures | | $172,374 92 |
| Equipment | | 28,935 37 |
| Real estate | | 785 39 |
| Bills and outstanding claims | | 1,900 00 |
| Cash | | 1,968 14 |
| | | $205,963 82 |
| Liabilities, viz: | | |
| Capital stock | | $118,000 00 |
| Mortgage bonds | | 35,000 00 |
| Profits from earnings of road | | 52,092 92 |
| Bills payable | | 550 00 |
| Profit and loss | | 320 90 |
| | | $205,963 82 |

The office of the company is at Hanover, York Co., Pa., A. W. Eichelberger, President.

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### Memphis Valley and Jackson Railroad.

We learn from the Jackson *Eagle* that $50,000 of private stock in the road is subscribed for by the citizens of Jackson, and that the private subscription is expected to reach $100,000 at least. This is in addition to the $100,000 of stock, which it was determined by vote on the 2d inst., should be subscribed for by the City Council on behalf of the city.

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### Nashville and Northwestern Railroad.

We published a few weeks since a notice of this road, of which we have been furnished the following correction from an authentic source:

"The Nashville and Northwestern Railroad runs to Hickman, Ky., (on the Mississippi river), and not to Paducah. It is about 170 miles long, and connects at Huntington with the Mississippi Central Railroad, near Paris, with the Memphis and Ohio Railroad, and at Union City with the Mobile and Ohio Railroad. Thirty-six miles of the road are completed at the West end, and track-laying is rapidly progressing from the Mississippi river towards Union City. Ten miles at the Eastern end near Nashville are graded, and track-laying will commence in a few days. The grading has been let on the whole road except 25 miles of light work near Tennessee river. This road will be one of the most important in the State, as it will form the most direct southern connection with the system of roads centering in Nashville."

We learn from the Nashville *American* that the grading of the balance of the road has just been let to responsible parties upon very favorable terms—the whole to be completed within the year. In the meantime track-laying will be proceeded with, and the whole completed shortly after the grading is done. A contract is soon to be closed for the bridge over the Tennessee river. It is to be of iron, and the intention is to make it one of the best in the world. About 1,000 tons of iron have been delivered at Nashville, and 2,000 tons at the other end of the road. Another 1,000 tons is expected shortly, to be followed by 1,000 each month until the whole 16,000 have been delivered. The *American* says:

"The work of track-laying will be commenced here in a few days, and within the present month the Company will draw the bonds for the first section of ten miles, and by the close of the next month will be ready to draw the bonds for the second section.

Under the locating survey the road has been shortened eight miles this side of the Tennessee

river and two miles on the other side. This results in a saving of $100,000 on the estimate submitted to the Governor in December last.

In all contracts for grading, iron and equipments the second mortgage bonds of the Company have been used to the amount of one-fifth to one-fourth at par. So that in the two last items the Company will save nearly two hundred thousand dollars, which will be applied to grading.

### Knightstown and Shelbyville Railroad.

An effort was made last summer to resuscitate this project, which succeeded so far as the re-grading of a large portion of the road-bed and the relaying of the road for about five miles from Shelbyville with T rail. The enterprise, the Indianapolis *Journal* states, "is now abandoned, and the iron laid down is to be taken up and used elsewhere. This is a source of regret to the people along the line of the road, inasmuch as it would have afforded them direct outlets for their produce to Cincinnati, Louisville and the Eastern cities, by way of either the Indiana Central, the Indianapolis and Cincinnati, the Madison and Indianapolis, or the Jeffersonville Railroads. The road would have been an aid to the freight business of both the Indiana Central and the Jeffersonville roads, and facilitated the transportation of produce and merchandise from all intermediate points between Madison and Jeffersonville, and the connecting point at Knightstown, besides accommodating a large local interest."

☞ The Council of the city of Alton, Illinois, have rescinded their resolution to withhold the payment of the interest due on the 1st inst. on certain bonds endorsed by the city. The Alton *Courier* says:

The most important action at the Council was that in relation to the payment of the railroad interest. The Council took the back track quite gracefully, on the whole—voted to rescind the former votes withholding the interest on the Chicago and Mississippi road bonds, and voted $3,000 for the payment of the July interest on the Terre Haute road bonds. The vote on each question stood nine to three. We need not say that we most heartily rejoice at this action of the Council. Let everybody understand that Alton does not repudiate—that she stands ready to pay her honest indebtedness. The Council thought itself justified in withholding the interest for a time—we did not; but we can assure them that their present action will receive warm commendation from every one who has the interests of our city at heart.

### Shelbyville and Rushville Railroad.

The Cincinnati *Enquirer* says that "the iron has been relaid on this road to within four or five miles of Rushville. Mixed trains of freight and passenger cars are daily run from Shelbyville as far as Manilla, in Rush County. The work will be prosecuted until the whole line to Rushville is completed and made ready for business. This piece of road will, undoubtedly, furnish the outlet of the Junction Railroad, from Cincinnati and Hamilton to Indianapolis until the Junction road is completed."

### Southern Railroad.

One of the most important acts of the late General Assembly to the city of Nashville was that reviving the charter of the Southern Railroad Company, and bringing it within the benefits of the Internal Improvement law of 1852, by which it is endowed with State aid. It will form a direct connection with the two greatest roads of our Southern system, the Mobile and Ohio and the New Orleans, Jackson and Great Northern. This connection is the shortest that has ever been projected between Nashville and New Orleans, and when completed will form the main trunk traveling between the South-western and the North-eastern States.—*Nashville Patriot.*

### Richmond and Lynchburg Railroad.

We learn from the Richmond *Dispatch* that a bill was passed by the Virginia Legislature, at its recent session, chartering a company to construct a railroad from Richmond to Lynchburg. The bill appoints Messrs. Thomas W. McCance, James Lyons, H. W. Fry, Joseph R. Anderson, H. L. Kent, D. H. London, and a number of other gentlemen, as commissioners to open books of subscription to the capital stock of the company amounting to $1,000,000. Whenever 2,000 shares are subscribed, the company may be organized and proceed with the undertaking. The route of the road is to be located through Chesterfield, Powhatan, Cumberland, Buckingham and Appomattox to Lynchburg. The *Dispatch* says:

The road will pass through the very best portion of the country on the south side of James river. It will thus bring a fine country into *railroad notice*, greatly enhance its value, and improve it. It will suggests new projects and schemes for that region, which will redound to the advantage of the State as well as the country immediately concerned. The people along the route will not be slow to perceive their interests in this particular. Indeed, it was through their persistent and energetic appeals to the Legislature that the charter for the road was passed. They will, we are sure, go to work cordially and energetically to secure the charter and build the road, in which this city, we are equally confident, will cooperate with no less zeal.

### Albany Northern Railroad.

Negotiations have been for some time in progress between different parties in Troy and the owners of the Albany and Vermont (the Albany Northern) Railroad, for the purchase of that property. The sale has been actually consummated in New York, parties in Troy (connected with the Rensselaer and Saratoga and Troy and Boston Railroads) buying $400,000 of the $600,000 of the capital stock of the road. The road sold for $252,-900; there are liens on it, which the new company assume, of $55,000, making the total amount paid $307,000. The road was built in 1851-52, and was first operated in 1853. Its original cost was about $2,600,000. Immediately after the purchase, the new stockholders elected the following Board of Directors: L. G. B. Cannon, Jos. M. Warren, James Forsyth, H. L. Shields, John B. Gale, Thomas W. Lockwood, L. H. Tupper, Chas. W. Tillinghast, of Troy; and on the transfer, Messrs. Corning, Payne and Martin, of the old direction, resigned their places. At a meeting of the new board, L. G. B. Cannon was chosen President, and L. H. Tupper, Superintendent.

The length of the road is 32 miles—commencing at Albany, and West Troy, Cohoes, Waterford, Washington County, and connecting with the Rutland and Washington Railroad.

The road was built to give Albany important railroad connections with the North, and divide with Troy the Northern trade, which she was thought to have secured by the Rensselaer and Saratoga and Troy and Boston Railroads.—*Albany Argus.*

### Columbus and San Antonio Railroad.

The San Antonio *Ledger* has an account of the organizing of this company, $300,000 being subscribed at the time. A. M. Gentry, was elected President, Mr. Vance, Vice President, C. M. Congreve, Treasurer, and G. R. Otis, Secretary.

### Toledo, Logansport and Burlington R. R.

The election of directors of this company was held at Logansport on the 12th inst. The following gentlemen were chosen: D. M. Dunn, Wm. Chase, Logansport; W. Colburn, Toledo; J. B. Waring, Cleveland; George Palmer, Buffalo; Samuel Gilman, Chas. A. Secor, New York.

### Memphis and Little Rock Railroad.

The prospects of the completion of this road are brightening every day. The company recently determined to issue $1,300,000 of bonds based upon the road, the lands, and all of the assets and effects of the road. As the road is entirely out of debt, and as none of the lands accruing to it under the act of Congress have been disposed of, the means of meeting the bonds will be ample, and there is a belief among the best informed business men that they will meet with a ready sale in the market.

There is also, it is stated, a prospect, almost amounting to a certainty that the county of St. Francis, in Arkansas, will take stock in this road to the amount of $100,000.

There are twenty-eight miles of the road graded between the Arkansas and White rivers, and the whole distance between the two rivers will be graded and made ready for the iron without delay. Cross-ties and wood work for the whole of this division are being prepared; and when the work of track-laying commences it will be prosecuted without delay until the whole division is completed.—*Nashville Union.*

### Marietta and Cincinnati Railroad.

Since the completion of this road to Belpre, opposite Parkersburg, the business in each direction has materially increased. In March, 1859, the westward business over the Marietta and Cincinnati amounted to $4,500; in March, 1860, $13,000. Eastward business in March, 1859, $4,000; in March, 1860, $9,000.

### Williamsport and Elmira Railroad.

This road, including its appurtenances and the franchise of the company, was sold at auction on the 18th inst. The terms of the sale were $5,000 cash and the balance in 20 days—the 1st, 2nd and 3rd mortgage bonds to be received in payment at the value of the share each bond will be entitled to as its proportion of the proceeds of sale on distribution. The property was purchased by Edward S. Whelan, Esq., attorney for the bondholders, for the sum of $100,000.

### Cincinnati Stock Sales.

By KIRK & CHEEVER.

*For the week ending April 17, 1860.*

| BONDS. | Per cent. | |
|---|---|---|
| Little Miami, 1st Mort. | 6s—87½ | and int. |
| Covington and Lexington, 1st Mortgage | 7s— | " |
| " " " 2d " | 7s—68 | " |
| " " " Income, pref. | 10s—10 | |
| Ohio & Miss., E. D., Construction | 7s—15 | |
| Cinc., Ham. and Dayton, 2d Mortgage | 7s—88 | and int. |
| " " " 1st " | 7s—94 | " |
| Indianap. & Cincinnati, do. do. | 7s—73 | |
| **STOCKS.** | | |
| Cincinnati, Hamilton & Dayton | Ex Div. 70 | |
| Columbus and Xenia | 85 | |
| Indianapolis & Cincinnati | 37 | |
| Little Miami | 85½ | |

### Railroad Earnings.

The earnings of the Milwaukee and Mississippi Railroad for March were as follows:

| | 1860. | 1859. |
|---|---|---|
| Freight | $22,481 30 | $26,300 05 |
| Passengers | 12,517 95 | 11,482 97 |
| Mails and miscellaneous, | 4,296 88 | 2,269 92 |
| Total | $39,296 13 | $40,056 94 |

The earnings of the Marietta and Cincinnati Railroad in February were $30,000, against $22,269 in 1859, an increase of $7,700.

The receipts of the Grand Trunk Railway of Canada for the week ending March 31, were $77,308 98

Week ending April 2, 1859 51,544 10

Increase $25,764 87

Total traffic from July 1st, 1859 $2,129,597 99

Same period last year 1,713,529 30

Increase $416,068 69

The revenue of the Baltimore and Ohio Railroad for March was as follows:

MAIN STEM.

| | | |
|---|---|---|
| From Passengers | $43,046 88 | |
| " Tonnage | 300,034 32 | |
| " Mails | 7,883 34 | |
| " Express | 4,923 33 | |
| | | $355,837 87 |

WASHINGTON BRANCH.

| | | |
|---|---|---|
| From Passengers | $30,417 14 | |
| " Tonnage | 7,825 56 | |
| " Mails | 1,000 00 | |
| " Express | 1,052 00 | |
| | | 40,294 70 |

N. W. VIRGINIA BRANCH.

| | | |
|---|---|---|
| From Passengers | $2,574 73 | |
| " Tonnage | 25,913 12 | |
| " Mails | 866 66 | |
| | | 29,354 51 |
| Total earnings | | $425,487 08 |

*Summary of Revenue for March*, 1859 *and* 1860.

| | 1859. | 1860. |
|---|---|---|
| Main stem | $330,452 86 | $355,837 87 |
| Washington Branch | 40,756 27 | 40,294 70 |
| N. W. Virginia Railroad | 29,775 55 | 29,354 51 |
| Totals | $400,974 68 | $425,487 08 |

—Showing a net increase of $24,502 40.

The fiscal year of the Company commenced with October. The revenue for the first half of the year compares with the first half of the previous year as follows:

| | 1859-'60. | 1858-'9. |
|---|---|---|
| October | $416,929 61 | $391,395 10 |
| November | 431,287 56 | 380,879 75 |
| December | 355,662 13 | 337,202 27 |
| January | 282,070 64 | 314,201 09 |
| February | 332,743 77 | 303,631 78 |
| March | 425,487 08 | 400,984 68 |
| | $2,244,180 79 | 2,128,294 65 |
| | 2,128,294 65 | |
| Increase present year | $115,886 14 | |

The details of the earnings of the Galena and Chicago Railroad for March are:

| | 1859. | 1860. |
|---|---|---|
| Freight | $50,254 39 | $48,257 62 |
| Passengers | 34,234 16 | 26,903 86 |
| Mails, etc.* | 2,608 62 | 3,800 00 |
| Total | $87,097 17 | $78,961 48 |
| Decrease | | $8,135 69 |

Corrected earnings for the previous month, $62,698 19.

* This sum is exclusive of $5,823 45 charged for interest March 31, 1859.

The earnings of the Chicago, Burlington and Quincy Railroad in March were as follows:

| | 1859. | 1860. |
|---|---|---|
| Freight | $41,128 95 | $79,144 90 |
| Passengers | 31,158 23 | 28,641 42 |
| Mails, etc. | 1,803 53 | 1,584 83 |
| Totals | $74,090 71 | $109,371 15 |
| Increase | | 35,280 44 |
| Between Chicago and Burlington, 210 miles | | $126,092 65 |
| Between Galesburg and Quincy, 100 miles | | 33,098 95 |
| Aggregate earnings on 310 miles | | $159,182 60 |
| Earnings in March, 1859 | | 114,037 21 |
| Increase | | $45,145 39 |

The earnings of the Hannibal and St. Joseph Railroad for March, 1860, were $113,460 43
March, 1859 66,183 27
Increase $47,277 16

The earnings of the Toledo and Wabash Railroad in March, 1860, were:

| | |
|---|---|
| For passengers | $21,589 68 |
| Freight | 39,458 03 |
| Mail and express | 3,366 66 |
| Total | $64,414 37 |
| March, 1859 | 62,797 14 |
| Increase | $1,727 23 |

In 1859, the Lake opened on March 7, this year it remained closed throughout the month. The total earnings for three months were:

| | |
|---|---|
| 1860 | $149,989 08 |
| 1859 | 141,324 24 |
| Increase | $8,664 84 |

The following is a comparative statement of earnings and expenses of the Buffalo and State Line Railroad Company for the month of March, 1859 and 1860:

EARNINGS.

| | 1859. | 1860. |
|---|---|---|
| Passengers | $35,325 11 | $31,308 24 |
| Freight | 44,196 13 | 50,592 20 |
| Other sources | 1,816 00 | 1,721 00 |
| Total | $80,837 24 | $84,121 44 |
| Increase | | $3,284 20 |

EXPENSES.

| | | |
|---|---|---|
| Maintaining road | $6,370 18 | $8,675 53 |
| Repairs of machinery | 3,244 17 | 6,181 95 |
| Operating | 16,216 11 | 13,388 73 |
| Total | $25,830 46 | *$28,246 21 |
| Increase | | $2,415 75 |

* Included in 1860, expenses are $900 paid car damage done in 1856.

The earnings of the Erie Railroad for the month of March, 1860, were $433,311 76
March, 1859 372,287 45
Increase $61,024 31

The earnings of the North Pennsylvania Railroad for March, 1860, were $32,618 47
Earnings for March, 1859 28,212 12
Increase $4,406 35
In first four months of fiscal year $117,407 25
Same months last year 100,252 12
Increase $17,155 13

The earnings of the Mississippi and Tennessee Railroad for March were as follows:

| | 1859. | 1860. |
|---|---|---|
| Receipts from passengers | $5,150 23 | $6,482 70 |
| " " freight | 6,563 97 | 10,128 11 |
| " " Ad. Ex. Co., | 74 30 | 118 36 |
| " " mail service, | 368 75 | 368 75 |
| Total | $12,157 25 | 17,197 92 |
| | | 12,157 25 |
| Exhibiting an increase of | | $5,040 67 |

The earnings of the Pacific Railroad of Missouri for March were as follows:

| | 1859. 163 miles. | 1860. 168 miles. |
|---|---|---|
| Passengers | $30,701 72 | $27,826 00 |
| Freight | 32,358 45 | 41,350 94 |
| Mails | 2,037 50 | 2,100 00 |
| Totals | $65,097 67 | $71,276 94 |
| Increase | | $6,179 27 |

| SOUTHWEST BRANCH. | 1859. 19 miles. | 1860. 61 miles. |
|---|---|---|
| Passengers | $509 63 | $1,989 75 |
| Freight | 669 77 | 3,114 23 |
| | $1,179 40 | $5,103 98 |
| Increase | | $3,924 58 |

## Steam Engineering in 1859.

(Continued from p. 235.)

In all the machinery there are two distinctive classes of defects in construction. There are those which are so palpable as to bring discredit to the designer; and there are those, which, although in certain existence, may pass unnoticed and uncared for, during the life of a machine.

In the first class may be included, want of strength, bad materials, bad workmanship, and deficient knowledge in the expanding and contracting powers of materials; in the second class, we find chiefly, want of adaptation, complication, want of simplicity, errors of principle, and needless difficulties of access for examinations, repairs, and renewals.

We propose to say a few words on each of these classes of defects in steam machinery.

The engineering profession is indebted to the experiments of such eminent men as Fairbairn, Barlow, and others, for a practical knowledge of the strength of those materials used in the construction of a steam engine, and this knowledge is so easily accessible, that ignorance is inexcusable.

Constructive proficiency is obtainable in two ways: by experience, and by a careful study of the properties of materials. Many engineers depend almost wholly upon the former, few trust entirely to the latter; it is only when the two are combined, it deserves the title of engineering.

In old-established firms, where the same class of machine has been constructed for forty or fifty years, a degree of perfection is attained, difficult to be found in new establishments, although the manager may be most competent. There are exceptions to this general statement, and we might, perhaps, instance as one, the hydraulic machinery of Sir W. Armstrong, where there has been almost undisturbed success, and comparatively no failures with a new establishment, and a new class of machinery. We believe we can trace the cause of this success, but we do not feel at liberty to allude to the management in detail of any private establishment.

One strange anomaly in the manufacture of steam engines is the abominable specimens often found driving the tools of the firms who advertise to supply steam engines on the most improved principles. This is more the case in the North and Wales than in the South. You enter a large fitting shop, and hear in one corner, a wheezing, grinding noise, which, upon examination, proves to be a "Pre-Adamite" steam engine, dirty, leaky, and most extravagant in fuel.

How is it that, with such an extended experience, amounting to nearly 100 years, we have yet, at the present time, frequent break-downs and mishaps with our steam machinery? Surely, as such admirers of "precedents," we ought to be exempt from the mishaps of our trans-Atlantic friends, who do not hesitate to throw "precedent" overboard.

We believe the chief cause of our failures is the exclusive spirit existing among our manufacturing engineers, and although this exclusiveness tends to develop in competition, individual excellence and talent, it undoubtedly fosters positive ignorance and contempt for the improvement of others.

We could positively fill pages with particulars of constructive failures, not of small people, but of engineers, employing from 400 to 800 men, and we refer chiefly in these remarks, to marine engineers.

With land and locomotive engines, there are frequent opportunities for the manufacturer to observe defects in daily regular work, but in marine engines, it frequently happens the designer has had little or no experience at sea, and, unlike the Cornish man, he is too proud to "ax what he do'ant know." Hence it is, we find patentees abounding, who profess to supply us with engines so compact that they remind one mostly of those turned Chinese balls, one inside the other; but how they were put together, or how they can be separated, are questions difficult to solve.

It has been our misfortune, or, more correctly, *good* fortune, to be at sea in very bad weather,

with new machinery, and we, therefore, can speak with certainty of the inconveniences—not to mention danger—of defective construction; too much or too little taper in cocks, soft brasses, slack nuts, inaccessible valves, accessible passages for dirt or coal, and imperfect joints, &c.

Beam engines for land or sea have had their day; they have been most efficient, and possess advantages not to be denied; but with the necessity for less weight, fewness of parts, and increased speed, they cannot compete with the oscillating, trunk, and other direct-acting engines.

For land purposes the horizontal engine, with long stroke and connecting rod, will multiply, on account of its small cost and simplicity.

For steam navigation, simplicity is a great desideratum, perhaps we might say as to mechanical construction, it is *the* great desideratum. Compactness is all very well, if it means not an unnecessary waste of room, but compared with efficiency or economy, it is not to be considered. A ton of coal saved, will give 40 cubic feet additional space for machinery, and it will be found that space is economized, not by extreme compactness, which generally induces neglect in maintenance, but by efficiency and economy of fuel; and it is highly satisfactory to know that, in adopting economical principles of construction, the economy attained is not confined to a mere saving of fuel, but of space, and we believe of capital also.

If it is possible to obtain 100 per cent. more power from one ton of coal, there is every reason to believe such increased power can be secured without a corresponding increase in the first cost of the machinery.

These remarks bring us to a subject we wish to impress upon our readers, namely, the dimensions of cylinder and speed of piston.

A large cylinder and a short stroke are synonymous with waste of fuel, and yet large cylinders and short strokes prevail; indeed, in many cases the stroke does not exceed half the diameter of the cylinder. That such engines can realize the benefits to be derived from expansive action is almost impossible, whilst the amount of surface exposed for premature condensation is nearly a maximum.

We are quite alive to the importance of direct-acting screw-engines, running at a high speed, to insure a minimum amount of slip, and the length of stroke is regulated by what is considered a safe speed of piston; and there is reason to fear all efforts to decrease the diameter, and increase the length of steam cylinders, must be very limited, as long as the steam pressure is only 20 or 25 lbs. per inch, and the air-pumps attached to the main engines. With higher pressure the diameter can be reduced, and with separate air-pump engines the number of revolutions and speed of piston can be safely increased.

To insure lightness in engine power, a maximum speed of piston is indispensable, and it may be taken for granted, that from 350 to 500 feet per minute, will be generally adopted for marine engines in a few years. If the speed of an engine is increased 50 per cent., the mean pressure remaining the same, an increase of 50 per cent. of power is thus obtained without any additional outlay of capital, except what is required to give the increased quantity of steam, and it is well known the cost of boilers is only about one-third of that of the engines to which they are attached.

Increased pressure, and increased speed of piston, we reiterate, are among the chief mainstays of future progress in steam power on land and sea.

As a natural consequence of an increased speed of piston, spur wheels, loose cranks, beams, levers, and all needless complications, must be dispensed with, steam must be applied direct to the resistance, and instead of *one* vast unwieldy machine, we must increase the number and decrease the size.

Mechanical lubrication is not sufficiently attended to in fast moving engines; by self-acting lubrication, heating is avoided, and oil saved, and yet, in our mercantile steam navy, how few screw engines are fitted with self-acting lubricators.

Land engines are hardly considered complete without governors for regulating their speed; whilst marine engines, with an ever-varying load in a sea-way, are only preserved from actual break-downs by the constant attention of the engineer in charge—room again for improvement.

With reference to the *evils* of what is called a *compact* engine, we remember a case in which a pair of engines were put on board a ship so compact, that after running a short time, they were removed, simply because no engineer could be found willing to risk his arms and fingers in keeping them in order; and, in a less degree, this is a state of things not at all uncommon at the present day.

There are various details worthy of attention and capable of great improvement, such as increased wearing surfaces, and the position of thrust-bearing, the latter too often forming a portion of engine framing, so as to throw crank pins, connecting rods, &c., out of truth, as the thrust-bearing wears.

And what shall we say about screw propellers? Who knows anything definite about them, except captains and masters of steamships? They are the gentlemen to explain, with the greatest clearness, the precise action of the screw; the only misfortune is, that no two of these gentlemen agree.

We are inclined to the opinion that, if the present amount of experience in the diameter, pitch, and shape, of screw propellers was appreciated and applied, we could greatly increase their present duty.

One fact is proved beyond all doubt, that it is not advisable to have the pitch of a propeller more than 50 per cent. in excess of the diameter. The principles of construction included in what is called Griffiths' screw, are undoubtedly nearer the truth than any other; and there is a general tendency among engineers to adopt those principles, as far as they can, without actually infringing Mr. Griffiths' patents; but still the bulk of our marine engineers adhere to precedent too firmly, to profit by the general experience, and we have in existence a collection of propellers only suitable for a museum of antiquities.

Supposing we have a good pair of engines, how do we place them in the ship? in a clean space by themselves—oh, no! *in the stock-hole.* Yes, hundreds of screw engines, from 70 to 200 H. P., are working in the stoke-hole, placed there, we presume, to receive all the dust and dirt, to act as emery powder on the bearings, and to prevent the possibility of the engineers in charge, keeping the machinery clean—*another advantage* (?) of this arrangement, is the passage of cold air from the engine skylight over and round the cylinders (in inverted engines) before it reaches the ash-pits and stock-hole.

On land, generally, the engine is placed by itself, as it ought to be, but at sea, where repairs are more difficult and costly, grit and dirt are positively encouraged.

It rests with engineers themselves whether they are to have sufficient room on board ship, to place their engines so as to insure easy access for repairs, and perfect separation from the stoke-hole. Steamship owners oppose their own interests, by refusing proper space for machinery, and lose in economy and efficiency to an unknown extent.

We purposely avoid expressing any opinion on the several varieties of direct-acting engines now in use, each has its advantages and disadvantages, but there can be no doubt, a preference should be shown to a long stroke and a long connecting rod. Trunk engines are compact, but they expose a large surface for premature condensation. Oscillating engines are objectionable in many instances, on account of the difficulty of obtaining a simple and effective expansion gear; but faults of detail in the mechanism, sink into comparative unimportance, in comparison with the faults we have alluded to in the "generation of steam" and its "application as a motive power."

Much latitude may be allowed in the position and disposition of cylinders, rods, levers, &c., but *no* latitude can be allowed in the application of correct principles of economy, in the construction of steam machinery; it is in this latter respect we are so very remiss, and whilst we have one hundred plans for some trifling and almost unimportant alteration of mechanism detail, we are sadly wanting in practical suggestions for solid improvement and permanent economy.

In concluding these very brief remarks on the mechanism of the steam engine, it is not consistent with the design of these papers to enlarge on mechanical details, nor to refer to questions quite separate from the economy of steam power, our chief aim being to draw attention to prominent defects, and especially those that increase needlessly, the maintaining and working cost of steam power.

Who knows, with any certainty, the effective duty of different classes of steam engines, as compared with their indicated or total power? the power absorbed in friction may amount to 30, 40, 50, or 60 per cent., according to the perfection of the workmanship and arrangement of the parts of a steam engine, and yet how seldom is a dynamometer applied. On land, of late years, dynamometers have been much introduced, even for engines of only 10 to 20 H. P., but in marine engines, of 100 to 500 H. P., it might be supposed fractional knowledge and experience is of little importance, whether 100 or 200 H. P. is required to overcome friction, is not considered of sufficient importance to justify an outlay of £50 in a dynamometer.

In our next paper, we shall endeavor to give a resume of all the chief points alluded to in this and the five preceding papers.

(To be continued.)

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### Railroad Progress in Texas.

The Houston *Telegraph* of the 27th ult. furnishes the annexed statement of the present condition of the railroads of Texas compared with their condition last year.

The mileage completed at the two periods was as follows:

| Name of Roads. | Mar. 15, 1859. | Mar. 15, 1860. | Increase. |
|---|---|---|---|
| Galveston and Houston | 42 | 50 | 8 |
| B. B., Brazos & C. R. | 45 | 70 | 25 |
| Houston T. & Brazoria | 10 | 50 | 40 |
| H. & T. Central | 55 | 75 | 20 |
| Washington County | — | 11 | 11 |
| San Antonio & M. G. | 5 | 5 | — |
| Southern Pacific | 26 | 27½ | 1½ |
| Texas and New Orleans | — | 30 | 30 |
| | 183 | 318½ | 135½ |

The amount now graded and the amount of iron contracted for on the roads is as follows:

| | Graded. | Miles of iron. |
|---|---|---|
| B. B., Brazos & C. | 9½ | 10 |
| Houston Tap & Brazoria | 20 | — |
| H. & Texas Central | 12 | 7½ |
| Washington County | 8 | — |
| San Antonio & M. G. | 20 | — |
| Southern Pacific | — | — |
| Texas & New Orleans | 20 | 70 |
| Eastern Texas | 25 | — |
| Memphis, El Paso & Pacific | 50 | 25 |
| | 164½ | 117½ |

The progress above exhibited is most satisfactory. One year ago we said that we could not see no reason why there should not be at least 90 or 100 miles of railroad completed within a twelvemonth. We now actually see 135 miles done in that time, and of that amount every mile but one in immediate connection with this city. We now say we can see no reason why we should not complete 125 miles in the year to come. Railroads are moving steadily along in Texas, and but few years can elapse before our State will be emphatically the railroad State of the Union.

## Journal of Railroad Law.

### POWER OF RAILROAD CORPORATIONS TO ALIENATE THEIR FRANCHISES.

The case of George S. Coe *vs.* The Columbus, Piqua and Indiana Railroad has just been decided by the Supreme Court of Ohio. It came up on an appeal from the Common Pleas of Franklin County. The substance of the decision is that the railroad company in question could not sell or transfer its corporation. The State transfers to a railroad company certain rights, which the State only enjoys, and which only the State can transfer to another, these rights are not transferable by the company.

The argument in this case has not yet been made public, but the abstract of the decision is as follows:

GHOLSON, J.—I. Certain persons, their associates, successors and assigns, were created a body corporate, with succession, with power to sue and be sued, plead and be impleaded, defend and be defended, contract and be contracted with, acquire and convey, at pleasure, all such real and personal estate as may be necessary and convenient to carry into effect the objects of the incorporation. The corporation was authorized to construct and maintain a railroad between certain termini, and to demand and receive for the transportation of persons and property a compensation not exceeding certain specified rates. It was also authorized to appropriate, by proceedings under a general law regulating such proceedings, land necessary for its railroad track, the property of individuals. Held—1st. That under these general powers the corporation had no power to alienate the franchise to be a corporation, or the franchise to construct and maintain a railroad, and receive compensation for the transportation of persons and property, nor any interest in real estate acquired and held solely and exclusively for the purpose of the exercise of such franchise. 2. That after the railroad had been constructed and prepared for use, things requisite for that use, such as locomotives, cars, and the like, not affixed to the land being acquired by the corporation, are to be regarded as personal property, subject to alienation and liable for debts. 3. That the corporation could not make a mortgage of any property, such as the above described, to be subsequently acquired, so as to give it validity, in other manner, or to a greater extent than an individual owner of personal property.

II. The corporation held a grant of power to borrow money not exceeding its capital stock, at a rate of interest not exceeding seven per cent., and to execute bonds therefor, and to secure the payment thereof, by a pledge of the property and income of the company. And a subsequent grant of a like power, and the authority to pledge was expressed to be "by mortgage or otherwise, the entire road, fixtures and equipments, with all the appurtenances, income and resources thereof." Held—1. That under the power thus granted for the special purpose of borrowing money, the company could not mortgage the franchise to be a corporation appertaining to the individual members of the corporation, but could mortgage the franchise of the corporation to maintain the railroad and receive compensation for the transportation of persons and property, and could mortgage property connected with the railroad and the use of its franchise, whether real or personal, to be subsequently acquired. 2. That the power which the company had, to institute a judicial proceeding to appropriate private property, was not transferable, and that the mortgage of the company could give no right to the exercise of such a power which the provisions of the general law on the subject did not authorize. 3. That the execution of a mortgage by the company, under such special power, could give no exemption of its personal property from a liability which might be otherwise created by its own act or judicial proceeding, that the execution of a like mortgage upon personal property, by an individual, would not create.

III. The company issued bonds, and executed mortgages to secure their payment, under its special power. The bonds were made payable ten years after their date, with interest at the rate of 7 per cent., payable semi-annually. They were negotiated by the company at a discount, and a part of them were exchanged for iron rails. Held—1. That it was a proper exercise of the power, to make the interest on the bonds payable semi-annually. 2. That the act of March 3d, 1851, which authorized the directors of the company to sell or negotiate the bonds issued by said company, at such rates as they might think proper, and which provided that the bonds so sold should be as valid in every respect as if sold at their par value, applied both to the bonds and the security given for their payment; and, therefore, the sale of the bonds on a discount did not render invalid the mortgages. 3. That the company having received authority to sell the bonds at less than par value, there could be no ground for prohibiting an exchange of the bonds for iron rails, and the fact of such exchange, or the intention to make it, did not invalidate the bonds or the mortgage.

IV. The company executed three mortgages upon its property and income, the property in possession and to be acquired. Two of these mortgages were properly executed and recorded, but the second in order of time, executed in New York and acknowledged before an Ohio Commissioner in that State, had but one witness. The third or subsequent mortgage was expressly made subject to the first and second. Held, that whether the second mortgage be regarded as creating a legal or equitable claim it was entitled to a priority over the third.

V. A creditor having been permitted to levy an execution upon a part of the personal property, including a portion acquired subsequently to the date of both the second and third mortgages, but this levy having been made after the action was brought and while the property was in the hands of a receiver appointed in the case. Held, that as against even the equitable claim of the second mortgage the creditor was not entitled to a preference.

VI. The consideration of the debt for which the credit or recovered judgment was for moneys advanced in payment of interest for the company, and taxes assessed against the company, and for rights of way paid for by the creditor. Held, that such consideration of the debt due from the company, created no equitable claim upon the property conveyed by the mortgages.

VII. The mortgages executed by the company were to trustees for the benefit of the holders of the bonds. They provided for the payment of the interest and principal of the bonds and contained a defeasance. The instruments also purported to give to the trustee an authority to sell the property, upon conditions, at a place and in a mode prescribed. The action was brought to obtain relief, and the relief asked was, a sale under the order of the court. Held, 1. That the parties were entitled to such sale. 2. That the property must be sold as real and personal, and that the real estate must be sold according to the rules governing sales of real estate, and must, therefore, be appraised. 3. That the railroad, with its fixtures, constituting an entire tract of real estate, indivisible for the purpose of the sale, together with the franchise connected therewith, should be sold in like manner as an entire tract lying in two or more counties, and the proceedings incidental to the sale should be had in the county in which the action was brought. 4. That the personal property should be sold as personal property, but might be sold with such precautions as to prevent a sacrifice and to produce the highest price, which the Court, in its discretion, might order. 5. That the mortgagees must be regarded as proceeding on that part of the instrument which operates as a mortgage, and not under the power to sell, and, therefore, the Court would not be authorized, in this action, to charge, upon the proceeds realized by a sale, an allowance for the trouble of such mortgagees, or the fees of their counsel. 6. That the mortgagees represented the bondholders, and the latter were neither necessary nor proper parties to the action, and that any question as to the amount for which the security would be available, must be made with the mortgagees, by an issue in the action. 7. That the mortgagees, as between them and the company, would be authorized to receive the proceeds of the sale, but the company would have the right to require that, upon, or before, payment of the proportion payable upon any bond, it should be produced, and, if paid in full, canceled, or if paid in part, such payment to be credited. 8. That any question as to the party entitled to receive the money on a bond, or as to the proportion payable on any bond lost or destroyed, or questions which may arise between the mortgagees and any bondholder, need not be anticipated by any order to be made in the action between the present parties, but should be disposed of when they arise in another action, or in a supplementary proceeding. 9. That an order made requiring the bondholders to prove their claims and state the amount paid for the bonds was erroneous.

VIII. A party owning lands entered into an agreement with the company by which it was allowed to enter on the lands and construct the track of its road. It was to pay for the use of the land, upon an estimate to be made by persons selected, within sixty days after such estimate. The agreement provided that if payment was not made, the interest which it gave, and the fixtures and works constructed, should become the property of the party, as if the agreement had not been made, and "said company had without authority and in its own wrong entered upon said land and made said road through the same." The estimate having been made, and the payment not made within the time, an injunction was asked to restrain the company from using the land for its railroad track. Held, that an injunction was properly refused, and that the party should be left to pursue the ordinary legal remedies.

Judgment reversed.

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

| Years ending. | Railroad. Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Equipment. Engines. | Cars. Passenger. | Cars. Freight, etc. | Companies. | Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Liabilities. Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance. Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. Gross. | Net. | Dividends. | Price of shares. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | No | No | No. | | $ | $ | $ | $ | $ | $ | $ | M. | M. | $ | $ | p. c. | p. c. |
| | | | | | | | | ALABAMA. | | | | | | | | | | | | | |
| 30 Jun. '59 | 43.3 | — | ..... | 72.3 | 3 | 2 | 19 | *Alabama and Florida* | 1,086,278 | * | — | 539,396 | 473,500 | 101,205 | 1,127,174 | 27.3 | ..... | 59,430 | 22,359 | — | ..... |
| 28 Feb. '59 | 30.3 | — | ..... | 58.1 | 2 | 2 | 19 | *Alabama and Mississippi* | 461,505 | 30,991 | — | 335,010 | 199,500 | 21,632 | 518,965 | 30.3 | ..... | 55,791 | 31,852 | — | ..... |
| 31 May '59 | 99.2 | — | ..... | 68.4 | 7 | 7 | 84 | *Ala. and Tennessee Rivers* | 2,101,007 | 144,549 | — | 1,054,915 | 713,226 | 212,496 | 2,264,468 | 99.2 | 76,133 | 155,628 | 78,907 | — | ..... |
| 30 Jun. '59 | 57.0 | — | ..... | 171.3 | ... | ... | ..... | *Mobile and Girard* | 1,500,000 | * | — | ..... | ..... | ..... | ..... | 57.0 | 236,791 | 76,773 | 21,006 | — | ..... |
| 1 Jan. '59 | 319.2 | 14.7 | ..... | 213.0 | 25 | 18 | 361 | *Mobile and Ohio* | 7,252,801 | 681,859 | 114,894 | 3,441,859 | 4,051,547 | 726,546 | 8,360,702 | 202.0 | 372,300 | 769,787 | 420,000 | — | ..... |
| 28 Feb. '59 | 88.5 | 28.4 | ..... | — | 20 | 14 | 272 | Montgomery and West Point | 1,819,403 | 279,435 | 100,000 | 1,419,672 | 922,621 | 18,956 | 2,462,492 | 116.9 | ..... | 446,153 | 211,880 | 6 | ..... |
| 16 Dec. '59 | — | — | — | 295.8 | — | — | — | *North East and South West* | 728,000 | * | — | 105,760 | ..... | ..... | ..... | — | — | — | — | — | ..... |
| .. .. .. | — | — | — | 26.1 | — | — | — | Tennessee and Ala. Central | ..... | ..... | — | ..... | ..... | ..... | ..... | — | — | — | — | — | ..... |
| | | | | | | | | ARKANSAS. | | | | | | | | | | | | | |
| .. .. .. | — | — | — | 301.4 | — | — | — | Cairo and Fulton | ..... | ..... | — | ..... | ..... | ..... | ..... | — | — | — | — | — | ..... |
| 30 Nov. '58 | 38.5 | — | — | 107.5 | ... | ... | ..... | Memphis and Little Rock | 553,877 | * | — | 351,524 | 446,000 | 10,725 | 811,949 | — | — | — | — | — | ..... |
| | | | | | | | | CALIFORNIA. | | | | | | | | | | | | | |
| 30 Sep. '59 | 22.5 | — | ..... | 41.8 | ... | ... | ..... | Sacramento Valley | 1,547,100 | * | — | 791,100 | 756,000 | — | 1,547,100 | 22.5 | ..... | 211,420 | 115,076 | ..... | ..... |
| | | | | | | | | CONNECTICUT. | | | | | | | | | | | | | |
| 31 Jan. '59 | 23.9 | — | ..... | — | 3 | 6 | 30 | Danbury and Norwalk | 333,237 | 49,773 | — | 279,050 | 85,000 | 3,502 | 404,622 | 23.9 | ..... | 56,044 | 20,618 | 6 | ..... |
| 30 Sep. '59 | 122.4 | — | ..... | 75.1 | 16 | 20 | 250 | Hartford, Provid. and Fishkill | 3,903,455 | 302,511 | — | 1,936,740 | 1,810,500 | 319,443 | 4,323,922 | 122.4 | 246,523 | 333,500 | 152,777 | — | ..... |
| 31 Aug. '59 | 61.4 | 10.6 | ..... | — | — | — | — | Hartford and New Haven | 3,108,018 | 254,000 | 102,889 | 2,350,000 | 964,000 | 16,463 | 3,932,432 | 72.0 | 314,763 | 723,460 | 204,134 | 10 | 125 |
| 31 Dec. '58 | 74.0 | — | ..... | — | 11 | 19 | 212 | Housatonic | 2,438,847 | * | 8,559 | 2,000,000 | 278,500 | 76,675 | 2,555,837 | 159.0 | ..... | 271,273 | 66,330 | — | ..... |
| 31 Dec. '58 | 57.0 | — | ..... | — | 7 | 15 | 178 | Naugatuck | 1,578,301 | * | — | 1,031,800 | 437,550 | 30,713 | 1,706,802 | 57.0 | ..... | 199,536 | 314,068 | — | ..... |
| 30 Nov. '58 | 62.3 | — | ..... | — | — | — | — | N. Haven, N. London and Ston. | 1,470,661 | * | 11,050 | 738,528 | 750,000 | ..... | 1,488,538 | 50.1 | ..... | 76,758 | 8,946 | — | ..... |
| 31 Dec. '58 | 46.4 | 8.8 | ..... | — | — | — | — | New Haven and Northampton | 1,400,000 | * | — | 922,500 | 500,000 | ..... | 1,481,723 | 55.2 | ..... | 158,652 | loss. | 5 | ..... |
| 30 Nov. '58 | 66.0 | — | ..... | — | 5 | 5 | 167 | N.Lond., Willimant. & Palmer | 1,561,241 | * | 5,453 | 510,900 | 1,055,600 | 272 | 1,575,147 | 66.0 | 91,134 | 104,464 | 30,512 | — | ..... |
| 31 Mar. '59 | 62.2 | — | 63.8 | — | 29 | 72 | 368 | New York and New Haven | 4,579,879 | 661,547 | — | 3,000,000 | 2,219,000 | 33,038 | 5,582,431 | 74.0 | 432,024 | 828,692 | 315,832 | 3 | ..... |
| 31 Mar. '58 | 59.0 | 7.0 | ..... | — | ... | ... | ..... | Norwich and Worcester | 2,245,406 | 176,792 | — | 2,522,300 | 324,130 | 59,614 | 2,598,672 | 66.0 | ..... | 265,417 | 44,587 | — | 57 |
| | | | | | | | | DELAWARE. | | | | | | | | | | | | | |
| 31 Dec. '58 | 71.0 | — | ..... | 19.4 | — | — | — | Delaware | 1,146,311 | * | — | 252,561 | 735,000 | 123,750 | 1,146,311 | 71.0 | ..... | 66,628 | — | — | ..... |
| 30 Nov. '58 | 14.3 | — | ..... | — | — | — | — | Newcastle and Frenchtown | 699,514 | — | 25,000 | 762,320 | — | — | 767,278 | 14.3 | ..... | 19,895 | — | — | ..... |
| | | | | | | | | FLORIDA. | | | | | | | | | | | | | |
| .. .. 59 | 154.2 | — | ..... | — | ... | ... | ..... | *Florida* | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 30 Apr. '58 | — | — | ..... | 45.1 | ... | ... | ..... | *Florida and Alabama* | 292,291 | * | — | 317,847 | 154,000 | 70,620 | 543,237 | — | — | — | — | — | ..... |
| 30 Jun. '59 | 31.8 | — | 2.0 | 28.6 | 2 | 1 | 24 | *Flo., Atlantic and Gulf Central* | 396,310 | 28,608 | — | 205,781 | 204,600 | 164,670 | 594,836 | 19.3 | ..... | 10,255 | 1,504 | — | ..... |
| .. .. '59 | 26.5 | 3.9 | ..... | 227.0 | ... | ... | ..... | *Pensacola and Georgia* | ..... | ..... | — | ..... | ..... | ..... | ..... | 29.4 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | GEORGIA. | | | | | | | | | | | | | |
| 31 July '58 | 86.7 | — | ..... | — | 15 | 11 | 105 | Atlanta and La Grange | 1,179,381 | * | — | 1,000,000 | 187,500 | 23,384 | 1,459,075 | 86.7 | ..... | 362,061 | 197,357 | 8 | 125 |
| .. .. '59 | 30.0 | — | ..... | 133.5 | ... | ... | ..... | Atlantic and Gulf—M. Trunk | ..... | ..... | — | ..... | ..... | ..... | ..... | 30.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '57 | 53.0 | — | ..... | — | ... | ... | ..... | Augusta and Savannah | 1,032,200 | * | — | 733,700 | 298,500 | ..... | 1,032,200 | 53.0 | ..... | 125,427 | 69,679 | — | ..... |
| 30 Apr. '59 | 43.5 | — | ..... | 23.7 | ... | ... | ..... | Brunswick and Florida | 755,000 | * | — | 151,887 | ..... | ..... | ..... | 31.0 | ..... | ..... | ..... | — | ..... |
| 30 Nov. '59 | 191.0 | — | ..... | — | 54 | 28 | 636 | Central of Georgia | 3,750,000 | * | 826,171 | 3,750,000 | 106,267 | ..... | 5,977,106 | 229.0 | 790,030 | 1,633,947 | 839,604 | 10 | ..... |
| 31 Mar. '59 | 171.0 | 61.0 | ..... | — | ... | ... | ..... | Georgia (and Bank) | 4,174,492 | * | 829,550 | 4,150,000 | 373,000 | — | 7,368,665 | 232.0 | ..... | 1,154,621 | 544,363 | 8 | 100 |
| 30 Nov. '59 | 102.5 | — | ..... | — | 18 | 16 | 171 | Macon and Western | 1,500,000 | * | — | 1,438,800 | 23,000 | 7,101 | 1,967,776 | 102.5 | 213,180 | 375,250 | 209,785 | 11 | 102 |
| 31 July '59 | 50.0 | — | ..... | — | 7 | 2 | 107 | Muscogee | 774,244 | 162,534 | — | 669,950 | 249,000 | — | 1,026,868 | 50.0 | ..... | 202,714 | 110,516 | 8 | ..... |
| 1 May '58 | 68.1 | — | ..... | — | 3 | 4 | 33 | Savannah, Albany and Gulf | 1,386,634 | 52,373 | — | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | ..... | ..... | ..... | — | ..... |
| 31 July '59 | 106.1 | 56.5 | 14.8 | 44.3 | 15 | 18 | 166 | South Western | 3,165,000 | * | — | 2,254,000 | 631,000 | — | ..... | 147.2 | 171,758 | 547,876 | 337,769 | — | ..... |
| 30 Sep. '59 | 138.0 | — | ..... | — | 52 | 24 | 705 | Western and Atlantic | 5,901,497 | * | — | built and | own'd by | State. | ..... | 138.0 | ..... | 832,343 | 454,541 | — | ..... |
| | | | | | | | | ILLINOIS. | | | | | | | | | | | | | |
| .. .. .. | 220.0 | — | ..... | — | ... | ... | ..... | Chicago, Alton and St. Louis | 10,000,000 | ..... | ..... | 3,500,000 | 4,500,000 | ..... | 10,000,000 | 220.0 | ..... | ..... | ..... | — | ..... |
| 30 Apr. '59 | 138.0 | — | ..... | — | 62 | 31 | 990 | Chic., Burlington and Quincy | 6,068,054 | 1,400,872 | 680,158 | 4,629,340 | 2,990,000 | ..... | 8,149,084 | 210.0 | ..... | 1,044,573 | 171,515 | — | 60 |
| 31 Dec. '58 | 45.0 | — | ..... | — | 6 | 14 | 101 | Chicago and Milwaukee | 1,799,894 | 67,869 | 120,000 | 988,000 | 762,865 | 188,085 | 2,050,065 | 45.0 | 14 mo. | 243,282 | 135,284 | — | ..... |
| .. .. '58 | 138.0 | — | ..... | 75.0 | ... | ... | ..... | Chicago and Northwestern | ..... | ..... | — | 4,250,000 | 6,350,000 | 2,500,000 | 13,330,000 | 138.0 | ..... | ..... | ..... | — | ..... |
| 30 Jun. '58 | 181.8 | — | ..... | — | 58 | 57 | 960 | Chicago and Rock Island | 6,776,119 | * | 175,165 | 5,603,000 | 1,397,000 | 5,651 | 7,543,104 | 228.4 | ..... | 1,407,846 | 629,029 | — | 63½ |
| 10 Nov. '58 | 33.2 | — | ..... | — | — | — | — | Fox River Valley | 580,000 | * | — | ..... | 580,000 | ..... | ..... | 84.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 121.0 | 138.5 | 73.6 | — | 60 | 63 | 1,369 | Galena and Chicago Union | 8,027,473 | 1,311,917 | 211,003 | 6,026,400 | 3,783,015 | 292,466 | 10,300,517 | 326.5 | 808,231 | 1,547,561 | 620,328 | 4 | 62½ |
| .. .. '57 | 175.0 | — | ..... | — | ... | ... | ..... | Great Western | 5,022,926 | * | — | 1,600,000 | 3,088,426 | 334,500 | 5,022,926 | 175.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 454.8 | 252.5 | ..... | — | 113 | 96 | 2,305 | *Illinois Central* | 19,674,214 | 3,347,799 | — | 10,249,210 | 20,000,000 | 1,297,277 | 31,596,487 | 708.3 | ..... | 1,976,578 | 556,624 | — | 61 |
| .. .. .. | — | — | — | 81.5 | — | — | — | Illinois River | ..... | ..... | — | ..... | ..... | ..... | ..... | — | — | — | — | — | ..... |
| .. .. .. | 148.0 | — | ..... | — | ... | ... | ..... | Ohio and Mississippi | 4,870,586 | * | — | 1,780,295 | 3,292,403 | ..... | ..... | 148.0 | ..... | ..... | ..... | — | ..... |
| .. .. .. | 46.6 | — | ..... | — | ... | ... | ..... | Peoria and Bureau Valley | ..... | ..... | — | ..... | 600,000 | ..... | ..... | oper | by Chic. | & R. Is. | 125,000 | — | ..... |
| .. .. .. | — | — | — | 129.0 | — | — | — | Peoria and Hannibal | ..... | ..... | — | ..... | ..... | ..... | ..... | — | — | — | — | — | ..... |
| .. .. '58 | 186.0 | — | ..... | — | ... | ... | ..... | Peoria and Oquawka | 5,400,000 | * | — | 1,569,889 | 2,200,000 | ..... | ..... | 186.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 100.0 | — | ..... | — | ... | ... | ..... | Quincy and Chicago | 1,978,555 | * | — | 800,000 | 1,200,000 | — | 2,000,000 | 100.0 | oper. by | Bur. & | Quincy. | — | ..... |
| .. .. .. | 1.0 | — | ..... | — | ... | ... | ..... | Rock Island Bridge | ..... | ..... | — | ..... | ..... | ..... | ..... | oper | by Chic. | & R. Is. | ..... | — | ..... |
| 31 Dec. '58 | 168.5 | 39.8 | 12.2 | — | 31 | 30 | 424 | Terre Haute, Alton & St. Louis | 7,608,958 | 628,487 | — | 3,026,903 | 5,035,615 | 741,040 | 8,865,252 | 208.3 | ..... | 823,767 | ..... | — | ..... |
| | | | | | | | | INDIANA. | | | | | | | | | | | | | |
| .. .. .. | 108.0 | — | ..... | — | ... | ... | ..... | Cincinnati and Chicago | 2,080,433 | * | ..... | 1,196,679 | 1,006,125 | ..... | ..... | 108.0 | ..... | ..... | ..... | — | ..... |
| .. .. .. | 29.0 | — | ..... | 73.0 | ... | ... | ..... | Cincinnati, Peru and Chicago | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 29.0 | ..... | ..... | ..... | — | ..... |
| 31 Aug. '57 | 109.0 | — | ..... | — | ... | ... | ..... | Evansville and Crawfordsville | 2,233,413 | * | 2,750 | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 109.0 | ..... | 249,867 | 119,432 | — | ..... |
| 1 Jan. '58 | 72.4 | — | ..... | — | 19 | 21 | 278 | Indiana Central | 1,666,280 | 244,081 | 25,641 | 611,050 | 1,166,000 | 47,850 | 2,111,059 | 109.0 | ..... | 368,189 | 132,094 | 6 | 58 |
| 31 Dec. '58 | 89.8 | 20.2 | ..... | — | 23 | 19 | 313 | Indianapolis and Cincinnati | 2,497,952 | 540,043 | 25,689 | 1,689,900 | 1,362,284 | 140,689 | 3,458,108 | 110.0 | ..... | 448,858 | 230,834 | 9 | 38 |
| 31 Dec. '58 | 84.0 | — | ..... | — | ... | ... | ..... | Ind., Pittsburg and Cleveland | 1,904,956 | * | 10,000 | 835,971 | 1,025,200 | 19,719 | 2,109,336 | 84.0 | ..... | 232,905 | 92,859 | — | ..... |
| 31 Aug. '57 | 78.0 | — | ..... | — | ... | ... | ..... | Jeffersonville | 1,839,576 | * | — | 1,014,252 | 681,000 | 99,400 | ..... | 108.0 | ..... | 222,737 | 74,328 | — | ..... |
| .. .. '59 | 64.0 | — | ..... | — | ... | ... | ..... | Lafayette and Indianapolis | 1,850,000 | * | ..... | 1,000,000 | 600,000 | ..... | 2,000,000 | 64.0 | ..... | ..... | ..... | — | ..... |
| .. .. '58 | 86.0 | 49.0 | ..... | — | ... | ... | ..... | Madison and Indianapolis | 2,984,516 | * | ..... | 1,647,700 | 1,336,816 | ..... | ..... | 135.0 | ..... | 206,114 | 82,632 | — | ..... |
| .. .. '58 | 288.0 | — | ..... | — | ... | ... | ..... | Louisv., N. Albany & Chicago | 6,000,000 | * | * | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | ..... | 645,827 | 371,402 | — | ..... |
| .. .. '58 | 74.0 | — | ..... | — | ... | ... | ..... | Peru and Indianapolis | 2,000,000 | * | * | 1,100,000 | 820,000 | 80,000 | 2,000,000 | 74.0 | ..... | ..... | ..... | — | ..... |
| 30 Nov. '59 | 73.0 | — | ..... | — | 18 | 25 | 298 | Terre Haute and Richmond | 1,611,450 | * | 26,029 | 1,381,450 | 230,000 | — | 1,867,423 | 73.0 | 254,742 | 357,297 | 182,154 | 10 | ..... |
| | | | | | | | | IOWA. | | | | | | | | | | | | | |
| 1 Jun. '58 | 75.5 | — | ..... | 201.5 | ... | ... | ..... | *Burlington and Missouri* | 1,514,257 | * | — | 752,733 | 665,000 | 92,663 | 1,542,768 | 50.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '59 | 86.0 | — | ..... | — | ... | ... | ..... | Chicago, Iowa and Nebraska | 1,350,000 | * | — | 516,072 | 860,000 | 369,084 | ..... | 86.0 | 7 mo's. | 85,329 | 46,771 | — | ..... |
| 31 May, '58 | 50.1 | — | ..... | 269.0 | 8 | 8 | 86 | Dubuque and Pacific | 1,579,988 | 166,823 | — | 838,086 | 965,000 | 441,787 | 2,267,313 | 50.1 | ..... | ..... | ..... | — | ..... |
| .. .. .. | — | — | — | 438.0 | — | — | — | Iowa Central Air Line | ..... | ..... | — | 245,000 | 755,000 | ..... | ..... | — | — | — | — | — | ..... |
| 1 Jun. '58 | 38.5 | — | ..... | 101.3 | 4 | 4 | 64 | Keok., Ft. Desmoines & Minn. | 1,037,876 | 82,499 | — | 921,449 | 570,000 | ..... | ..... | 38.5 | 11 mo's. | 458,821 | 21,356 | — | ..... |
| 1 Jun. '59 | 11.2 | — | ..... | 57.3 | ... | ... | ..... | Keok., Mt. Pleasant and Musc. | 745,703 | * | — | [548,216 | 414,000 | 60,452 | 1,022,608 | 11.2 | ..... | ..... | ..... | — | ..... |
| .. .. '59 | 55.0 | 52.6 | ..... | 312.0 | ... | ... | ..... | Mississippi and Missouri | 4,108,000 | * | — | ..... | ..... | ..... | ..... | 107.6 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | KENTUCKY. | | | | | | | | | | | | | |
| 31 Oct. '59 | 80.0 | — | ..... | — | ... | ... | ..... | Covington and Lexington | 3,743,971 | 276,024 | — | 1,582,169 | 2,930,000 | 337,532 | 4,375,993 | 111.8 | ..... | 426,408 | 227,534 | — | ..... |
| 30 Jun. '57 | 20.0 | — | ..... | 113.0 | ... | ... | ..... | Lexington and Big Sandy | 694,024 | * | — | sold, 1859, | for $26,000. | ..... | ..... | 20.0 | ..... | ..... | ..... | — | ..... |
| .. .. '58 | 13.0 | — | ..... | 22.0 | ... | ... | ..... | Lexington and Danville | 765,500 | ..... | — | 694,444 | 71,000 | ..... | ..... | 13.0 | oper. by | Cov. & | Lex. | — | ..... |
| 30 Jun. '59 | 29.0 | — | ..... | — | ... | ... | ..... | Lexington and Frankfort | 590,401 | 52,300 | — | 514,409 | 130,000 | ..... | 712,322 | 29.0 | ..... | 120,187 | 64,142 | 7 | 80 |
| 30 Jun. '59 | 65.1 | — | ..... | — | ... | ... | ..... | Louisville and Frankfort | 1,379,345 | 122,750 | — | 741,069 | 496,519 | 8,097 | 1,623,088 | 65.0 | ..... | 268,046 | 113,948 | — | 66 |
| 1 Oct. '58 | 135.0 | — | 5.3 | 84.0 | 21 | 14 | 231 | Louisville and Nashville | 3,580,826 | 254,154 | — | 2,151,480 | 2,300,000 | 320,132 | 4,890,700 | 60.0 | ..... | 163,288 | 94,995 | — | ..... |
| .. .. '59 | 18.8 | — | ..... | 70.2 | — | — | — | Mayaville and Lexington | ..... | ..... | — | ..... | ..... | ..... | ..... | 18.8 | oper. by | Cov. & | Lex. | — | ..... |
| | | | | | | | | LOUISIANA. | | | | | | | | | | | | | |
| .. .. .. | 22.0 | — | ..... | — | ... | ... | ..... | Clinton and Port Hudson | 750,666 | * | — | ..... | ..... | ..... | ..... | 22.0 | ..... | ..... | ..... | — | ..... |
| .. .. .. | 27.0 | — | ..... | — | ... | ... | ..... | Mexican Gulf | 662,911 | * | — | ..... | ..... | ..... | ..... | 27.0 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 80.0 | — | ..... | 178.0 | ... | ... | ..... | *N. O. Opelousas and Gr. West'n* | 3,382,948 | 362,291 | — | 1,002,959 | 2,121,000 | 549,997 | 4,529,986 | 80.0 | ..... | 225,577 | ..... | — | ..... |
| 31 Mar. '59 | 206.0 | — | ..... | 205.0 | 30 | 19 | 364 | *N. O. Jackson and Gr. Northern* | 5,639,562 | 613,613 | — | 4,437,990 | 2,817,000 | 188,685 | 9,147,852 | 206.0 | ..... | 753,774 | ..... | — | ..... |
| 31 Aug. '58 | 21.0 | — | ..... | 169.0 | ... | ... | ..... | *Vicksburg, Shreveport & Texas* | 929,418 | * | — | 882,922 | 58,744 | 50,384 | 992,050 | 21.0 | ..... | ..... | ..... | — | ..... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

| Years ending. | Railroad. Main Line. | Railroad. Lateral and Branch Lines. | Railroad. 2nd Track and Sidelings. | Road in progress or projected. | Equipment. Engines. | Equipment. Cars. Passenger. | Equipment. Cars. Freight, etc. | Companies. | Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances. | Property and Assets. Rolling-Stock. | Property and Assets. Invested in foreign works. | Liabilities. Share Capital paid in. | Liabilities. Bonded and Mortgage Debt. | Liabilities. Floating Debt. | Liabilities. Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. Gross. | Earnings. Net. | Dividends. | Price of shares. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | No | No | No. | | $ | $ | $ | $ | $ | $ | $ | M. | M. | $ | $ | p. c. | p. c. |
| | | | | | | | | MAINE. | | | | | | | | | | | | | |
| 31 Dec. '58 | 32.0 | — | ..... | 6.0 | 4 | — | 25 | Androscoggin | 645,271 | * | | 145,787 | 511,500 | ..... | ..... | 32.0 | 22,001 | 30,957 | 17,263 | — | ..... |
| 31 May, '59 | 55.0 | — | ..... | — | 9 | 10 | 128 | Androscoggin and Kennebec | 2,210,947 | * | 27,925 | 457,900 | 1,748,457 | 101,209 | 2,307,566 | 137.0 | 73,186 | 281,929 | 89,766 | — | ..... |
| 30 Jun. '59 | 149.0 | — | 25.0 | — | 41 | 17 | 349 | Atlantic and St. Lawrence | 6,066,375 | 857,566 | | 2,494,900 | 3,472,000 | 9,572 | 5,976,472 | 149.0 | 429,791 | 545,741 | 150,226 | 6 | ..... |
| 31 Dec. '58 | 12.5 | — | ..... | — | 4 | 2 | 45 | Bangor, Oldtown and Milford | 175,232 | * | | 135,000 | ..... | ..... | 175,516 | 12.5 | 25,437 | 33,059 | 16,580 | — | ..... |
| 31 Dec. '58 | 63.0 | 9.0 | ..... | — | 12 | 11 | 109 | Kennebec and Portland | 2,871,264 | * | | 1,107,526 | 1,763,738 | ..... | ..... | 72.5 | 169,240 | 145,074 | 70,746 | — | ..... |
| 31 Dec. '58 | | | | 23.0 | | | | Penobscot | 308,413 | | | 180,000 | 143,678 | | | | | | | | |
| 31 May, '59 | 54.7 | — | ..... | — | 4 | 10 | 93 | Penobscot and Kennebec | 1,611,413 | 104,019 | 78,014 | 555,228 | 1,206,800 | 128,576 | 1,890,604 | 54.7 | oper. by | An. & K. | 67,824 | — | ..... |
| 31 May, '59 | 51.3 | — | ..... | — | 11 | 13 | 118 | Portland, Saco and Portsmouth | 1,494,792 | * | 5,208 | 1,500,000 | | | 1,500,000 | 51.3 | 141,664 | 208,299 | 104,029 | 6 | 97½ |
| 31 May, '59 | 37.0 | — | ..... | — | ..... | ..... | ..... | Somerset and Kennebec | 783,763 | * | | 169,200 | 556,600 | ..... | ..... | 37.0 | ..... | 55,403 | 28,404 | — | ..... |
| 31 May, '59 | 18.5 | — | ..... | 33.5 | ..... | ..... | ..... | York and Cumberland | 1,090,000 | * | | 370,000 | 450,000 | 270,000 | 1,090,000 | 18.5 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | MARYLAND. | | | | | | | | | | | | | |
| 30 Sep. '59 | 279.6 | 7.2 | ..... | — | 235 | 124 | 3,272 | Baltimore and Ohio | 21,225,164 | 3,576,251 | 3,606,740 | 10,111,800 | 13,881,833 | 292,426 | 30,278,377 | 286.8 | 3,648,814 | 3,618,618 | 1,933,621 | — | 70½ |
| 30 Sep. '59 | 30.0 | — | ..... | — | 7 | 33 | 167 | Washington Branch | 1,650,000 | * | | 1,650,000 | | | 1,824,806 | 39.0 | 187,427 | 442,219 | 268,540 | 6 | 100 |
| 31 Dec. '58 | 138.0 | 4.0 | ..... | — | 42 | 38 | 1,455 | Northern Central | 6,843,457 | 733,934 | 220,965 | 2,260,000 | 5,395,800 | 655,507 | 8,681,557 | 154.5 | 606,482 | 810,604 | 364,649 | — | 15½ |
| | | | | | | | | MASSACHUSETTS. | | | | | | | | | | | | | |
| 30 Nov. '59 | 21.2 | — | 2.0 | — | 6 | 4 | 80 | Berkshire | 500,560 | 100,000 | | 600,000 | | | 601,360 | ope | rat. by | Housat. | 42,000 | 7 | ..... |
| 30 Nov. '59 | 26.8 | 1.8 | 43.6 | — | 21 | 26 | 566 | Boston and Lowell | 2,245,247 | 183,345 | | 1,830,000 | 440,000 | 5,365 | 2,671,887 | 28.6 | 352,512 | 531,477 | 208,798 | 8 | 104½ |
| 30 Nov. '59 | 74.3 | 8.8 | 51.3 | — | 30 | 43 | 560 | Boston and Maine | 3,846,683 | 373,057 | 105,937 | 4,076,974 | | | 4,523,400 | 83.1 | 540,372 | 860,119 | 394,475 | 8 | 108½ |
| 30 Nov. '59 | 47.0 | 7.0 | 22.3 | — | 22 | 27 | 210 | Boston and Providence | 2,952,600 | 207,400 | 70,000 | 3,160,000 | 174,220 | | 3,663,138 | 54.0 | 316,522 | 654,673 | 337,648 | 7 | 108½ |
| 30 Nov. '59 | 44.6 | 24.0 | 59.2 | — | 30 | 56 | 380 | Boston and Worcester | 4,291,164 | 437,416 | 100,000 | 4,500,000 | 500,000 | 29,595 | 5,751,512 | 83.7 | 511,046 | 1,067,071 | 311,525 | 7 | 108 |
| 30 Nov. '59 | 46.1 | 1.1 | 2.7 | — | 7 | 10 | 109 | Cape Cod Branch | 907,761 | 123,864 | | 681,690 | 190,000 | 39,499 | 1,092,268 | 47.2 | 79,456 | 118,726 | 49,374 | 6 | 105 |
| 30 Nov. '59 | 50.0 | 2.4 | 8.9 | — | 12 | 13 | 331 | Connecticut River | 1,614,385 | 187,558 | | 1,591,100 | 252,500 | | 1,928,264 | 75.4 | 177,164 | 271,592 | 138,223 | 4½ | |
| 30 Nov. '59 | 44.1 | 30.5 | 24.4 | — | 55 | 46 | 368 | Eastern | 4,134,575 | 456,424 | 250,000 | 2,853,400 | 2,030,500 | 60,510 | 4,944,409 | 120.7 | 426,161 | 693,409 | 325,805 | — | 69½ |
| 30 Nov. '59 | 19.9 | 1.3 | 3.6 | — | — | — | — | Essex | 742,592 | 4,416 | | 299,107 | 280,261 | 197,428 | 776,796 | ope | rat. by | Eastern | 11,663 | — | 63½ |
| 30 Nov. '59 | 50.9 | 16.8 | 70.9 | — | 29 | 28 | 655 | Fitchburg | 3,190,851 | 350,149 | | 3,540,000 | 100,000 | | 3,869,729 | 67.7 | 341,803 | 659,485 | 267,450 | 6 | 00 |
| 30 Nov. '59 | 14.0 | 2.4 | ..... | — | 3 | 3 | 37 | Fitchburg and Worcester | 293,658 | 40,226 | | 214,296 | 62,900 | 300 | 333,884 | 26.4 | 37,245 | 48,768 | 12,795 | 6 | 99½ |
| 30 Nov. '59 | 24.9 | — | 2.0 | — | — | — | — | Hampshire and Hampden | 577,582 | | | 298,951 | 303,014 | 57,065 | 653,030 | ope | r. by N. | H. & N'h | 28,791 | — | ..... |
| 30 Nov. '59 | 12.4 | — | 2.3 | — | 2 | 3 | 27 | Lowell and Lawrence | 332,883 | 30,275 | | 200,000 | 100,000 | | 363,158 | ope | r. by B. | and L'll | 12,550 | 6 | ..... |
| 30 Nov. '59 | 14.6 | — | 17.1 | — | 12 | 12 | 324 | Nashua and Lowell | 558,920 | 95,683 | | 600,000 | | | 698,563 | 30.0 | 158,374 | 229,205 | 68,510 | 8 | ..... |
| 30 Nov. '59 | 20.2 | 1.6 | 1.0 | — | 7 | 16 | 146 | New Bedford and Taunton | 494,843 | 52,644 | | 500,000 | | 19,800 | 564,707 | 21.8 | 55,881 | 143,261 | 25,264 | 6 | ..... |
| 30 Nov. '59 | 26.9 | — | 2.3 | — | 5 | 9 | 44 | Newburyport | 585,272 | 63,696 | | 220,240 | 221,600 | 211,693 | 653,533 | 36.0 | 75,866 | 51,338 | 14,087 | — | 104½ |
| 30 Nov. '59 | 8.6 | — | ..... | 23.4 | — | — | — | N. York and Boston Air Line | 673,302 | | | 223,176 | 675,000 | 2,853 | 901,029 | 8.4 | 20,888 | 22,531 | | — | ..... |
| 30 Nov. '59 | 79.5 | 7.8 | 25.6 | — | 27 | 46 | 358 | Old Colony and Fall River | 3,028,445 | 334,503 | | 3,015,100 | 134,500 | 60,900 | 3,930,269 | 87.3 | 410,591 | 646,755 | 306,413 | 6 | 108 |
| 30 Nov. '59 | 18.6 | — | 0.7 | — | 1 | 2 | 1 | Pittsfield and North Adams | 432,430 | 11,247 | | 450,000 | | | 450,000 | 18.6 | 32,480 | 48,355 | 27,000 | 6 | ..... |
| 30 Nov. '59 | 43.4 | 1.0 | 14.9 | — | 12 | 14 | 384 | Providence and Worcester | 1,506,977 | 254,566 | | 1,510,200 | 300,000 | | 1,810,200 | 44.4 | 216,327 | 341,836 | 136,386 | 6 | 103 |
| 30 Nov. '59 | 16.9 | — | 1.7 | — | 3 | 3 | 1 | Salem and Lowell | 366,987 | 82,543 | | 243,305 | 226,900 | 316 | 470,521 | ope | r. by B. | and L'll | 17,500 | — | ..... |
| 30 Nov. '59 | 11.5 | — | 0.4 | — | 2 | 7 | 17 | South Shore | 462,167 | 39,426 | | 259,685 | 153,290 | 2,821 | 513,112 | 11.5 | 26,026 | 58,784 | 15,463 | — | 97 |
| 30 Nov. '59 | 21.9 | — | 1.0 | — | — | — | — | Stockbridge and Pittsfield | 448,700 | | | 448,700 | | | 451,000 | ope | r. by Ho | usaton. | 31,490 | 7 | ..... |
| 30 Nov. '59 | 11.1 | 0.6 | 1.3 | — | 7 | 18 | 144 | Taunton Branch | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 30 Nov. '59 | 6.1 | — | ..... | 36.5 | — | — | — | Troy and Greenfield | 478,048 | | | 385,206 | 219,000 | 9,854 | 614,060 | ope | r. by T. | and B. | 5,333 | — | ..... |
| 30 Nov. '59 | 69.0 | 8.0 | 5.5 | — | 11 | 8 | 192 | Vermont and Massachusetts | 3,309,622 | 207,343 | | 2,214,225 | 1,003,880 | | 3,516,865 | 77.0 | 107,478 | 246,798 | 106,317 | — | 12½ |
| 30 Nov. '59 | 156.1 | 17.3 | 106.8 | — | 72 | 47 | 1,149 | Western (incl. Alb. & W.S. etc.) | 9,934,566 | 1,095,713 | | 5,150,000 | 6,125,520 | 208,726 | 13,457,921 | 192.0 | 1,020,054 | 1,767,068 | 830,148 | 8 | 112 |
| 30 Nov. '59 | 45.7 | — | 9.3 | — | 10 | 8 | 149 | Worcester and Nashua | 1,187,935 | 140,962 | | 1,141,000 | 194,500 | 862 | 1,403,409 | 45.7 | 179,490 | 216,444 | 94,244 | 4 | 56 |
| | | | | | | | | MICHIGAN. | | | | | | | | | | | | | |
| 1 Jun. '59 | 17.8 | — | ..... | 2.7 | 2 | 1 | 100 | *Bay de Noquet and Marquette* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 30 Sep. '59 | 57.0 | — | ..... | — | — | — | ..... | Chic. Detroit & Can. G.T. Junc. | built and | equipp | ed by G | r. Tr'k R. | R. Co. of | Canada | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 1 Jan. '59 | 188.0 | — | ..... | — | ..... | ..... | ..... | *Detroit and Milwaukee* | 8,270,623 | 647,596 | | 2,329,155 | 4,707,500 | ..... | 9,008,369 | 188.0 | ..... | 365,038 | 144,279 | — | ..... |
| -- -- -- | — | — | — | — | — | — | — | *Flint and Pere Marquette* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| -- -- -- | — | — | — | 183.0 | — | — | — | *Grand Rapids and Indiana* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 31 May, '59 | 284.0 | — | ..... | — | 98 | 123 | 1,528 | Michigan Central | 12,847,238 | * | 1,149,069 | 6,057,840 | 8,284,063 | 119,089 | 14,548,411 | 329.0 | ..... | 2,417,915 | 886,697 | — | 49½ |
| 1 Mar. '59 | 246.0 | 293.0 | ..... | — | 91 | 135 | 976 | Mich. S'th'n & N'th'n Indiana | 14,517,892 | 1,607,906 | 1,312,534 | 8,975,400 | 9,343,000 | 816,460 | 19,595,407 | 539.0 | ..... | 2,019,425 | 777,273 | — | 11½ |
| -- -- -- | — | — | — | 89.8 | — | — | — | *Port Huron and Milwaukee* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| | | | | | | | | MINNESOTA. | | | | | | | | | | | | | |
| -- -- '59 | — | — | — | 620.0 | — | — | — | *Minnesota and Pacific* | ..... | ..... | ..... | ..... | 600,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| -- -- '59 | — | — | — | 175.0 | — | — | — | *Southern Minnesota* | ..... | ..... | ..... | ..... | 575,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| -- -- '59 | — | — | — | 112.5 | — | — | — | *Minneapolis and Cedar Rapids* | ..... | ..... | ..... | ..... | 600,000 | 191,130 | ..... | ..... | ..... | ..... | ..... | — | ..... |
| -- -- '59 | — | — | — | 200.0 | — | — | — | *Minnesota Transit* | ..... | ..... | ..... | ..... | 500,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| -- -- '59 | — | — | — | 60.0 | — | — | — | *Root River Valley* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| | | | | | | | | MISSISSIPPI. | | | | | | | | | | | | | |
| 1 May, '59 | 146.5 | — | ..... | 41.7 | 11 | 6 | 155 | *Mississippi Central* | 3,395,965 | * | | 1,641,947 | 1,346,363 | 383,129 | 3,717,469 | 146.5 | ..... | 239,585 | 117,371 | — | ..... |
| 1 Oct. '59 | 71.4 | — | ..... | 27.8 | 7 | 4 | 41 | *Mississippi and Tennessee* | 1,254,894 | 159,018 | | 798,285 | 456,949 | 275,060 | 1,974,444 | 59.7 | ..... | 176,462 | 116,433 | — | ..... |
| 31 Dec. '58 | 88.2 | — | ..... | 60.4 | ..... | ..... | ..... | *Southern Mississippi* | 2,750,000 | * | | 1,000,000 | 1,400,000 | ..... | ..... | 83.2 | ..... | 250,047 | 121,659 | — | ..... |
| | | | | | | | | MISSOURI. | | | | | | | | | | | | | |
| 30 Nov. '58 | 12.0 | — | ..... | 65.8 | 1 | ..... | ..... | *Cairo and Fulton* | 281,645 | 9,200 | | 50,493 | 327,000 | 50,892 | 128,386 | 12.0 | | | | — | ..... |
| 30 Aug. '59 | 206.8 | — | ..... | — | ..... | ..... | ..... | *Hannibal and St. Joseph* | 10,147,007 | 814,301 | | 1,770,612 | 8,768,000 | | 10,961,308 | 206.8 | 14 mo's. | 497,269 | 235,321 | — | ..... |
| 31 Oct. '58 | 168.8 | — | ..... | 68.0 | ..... | ..... | ..... | *North Missouri* | 5,396,527 | 235,994 | | 2,620,000 | 3,250,000 | 48,006 | 6,018,106 | 168.0 | ..... | 256,159 | | — | ..... |
| -- -- -- | — | — | — | — | — | — | — | *Platte County* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 28 Feb. '59 | 163.0 | 19.0 | ..... | 119.0 | 26 | 26 | 412 | *Pacific* | 8,621,659 | 614,782 | | 3,330,657 | 8,203,000 | 754,837 | 12,288,494 | 182.0 | ..... | 676,310 | 301,503 | — | ..... |
| 31 Oct. '58 | 19.0 | — | ..... | 264.0 | — | — | — | *South-Western Branch* | 1,226,010 | | | 66,974 | 1,400,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 31 Oct. '58 | 86.5 | — | ..... | — | ..... | ..... | ..... | *St. Louis and Iron Mountain* | 4,916,189 | 283,869 | | 1,999,300 | 3,276,000 | 171,103 | 5,446,403 | 86.5 | ..... | 152,371 | | — | ..... |
| | | | | | | | | NEW HAMPSHIRE. | | | | | | | | | | | | | |
| 31 Mar. '59 | 23.1 | — | 3.2 | — | — | — | — | Ashuelot | 506,000 | | | 246,018 | 150,000 | 109,982 | 506,000 | ope | r. by Con | n. River | 30,000 | — | ..... |
| 31 Mar. '59 | 93.5 | — | 5.6 | — | 14 | 10 | 232 | Boston, Concord and Montreal | 2,580,134 | 283,450 | 18,219 | 1,800,000 | 1,050,000 | 166,883 | 3,015,880 | 93.5 | 353,000 | 227,720 | 86,338 | — | 8 |
| 30 Nov. '58 | 53.6 | — | 8.2 | — | 18 | 11 | 289 | Cheshire | 2,758,565 | 322,266 | | 2,085,925 | 784,900 | 121,500 | 3,082,757 | 53.6 | 248,469 | 297,332 | 108,517 | — | 10 |
| 30 Nov. '58 | 28.5 | — | 3.7 | 8.5 | 5 | 7 | 33 | Cocheco | 769,433 | 81,025 | | 399,140 | 421,120 | 46,399 | 866,659 | 28.5 | 32,618 | 44,709 | 17,063 | — | ..... |
| 31 Mar. '59 | 34.5 | — | 44.0 | — | 21 | 22 | 494 | Concord | 1,500,000 | * | | 1,500,000 | | | 1,564,506 | 61.3 | 334,532 | 459,659 | 128,366 | 8 | 67½ |
| 30 Sep. '59 | 46.8 | — | ..... | — | — | — | — | Concord and Portsmouth | 250,000 | * | | 250,000 | | | 250,000 | ope | r. by Con | cord. | 15,000 | — | 70 |
| 31 Mar. '59 | 14.6 | — | ..... | — | — | — | — | Contoocook River | 200,000 | | | 200,000 | | | 200,000 | 14.6 | 4,182 | 16,603 | 1,528 | — | ..... |
| 30 Nov. '58 | 16.8 | — | ..... | — | — | — | — | Eastern | 525,205 | | | | | | 525,205 | ope | r. by Eas | tern Ma | ss. | — | 66½ |
| 31 Mar. '59 | 20.5 | — | ..... | 25.8 | 3 | 2 | 27 | Great Falls and Conway | 433,404 | 40,887 | | 166,748 | 209,927 | 42,219 | 477,476 | 20.5 | 20,960 | 24,027 | 12,450 | — | ..... |
| 31 Mar. '59 | 26.8 | — | ..... | — | — | — | — | Manchester and Lawrence | 1,000,000 | | | 863,400 | 33,800 | 108,259 | 1,005,459 | ope | r. by Con | cord. | 38,577 | 8 | 98 |
| 31 Mar. '58 | 53.8 | — | 4.2 | — | 2 | 4 | 80 | Merrimac and Conn. Rivers | 1,281,504 | * | | 595,587 | 383,400 | 303,393 | 1,282,380 | 53.8 | 53,170 | 69,774 | 21,156 | — | ..... |
| 31 Mar. '59 | 69.2 | 12.8 | 10.4 | — | 22 | 13 | 372 | Northern New Hampshire | 3,343,167 | * | 33,750 | 3,068,400 | 299,500 | 25,800 | 3,393,900 | 82.0 | 268,657 | 353,101 | 187,136 | 4 | 50½ |
| 30 Apr. '59 | 24.7 | — | 2.2 | — | 5 | 2 | 50 | Sullivan | 847,032 | 78,832 | | 560,000 | 750,000 | 262,516 | 1,512,416 | 24.7 | 49,000 | 63,874 | 19,897 | — | ..... |
| | | | | | | | | NEW JERSEY. | | | | | | | | | | | | | |
| 30 Nov. '59 | 64.2 | — | ..... | — | ..... | ..... | ..... | Belvidere Delaware | 3,192,269 | * | | 997,700 | 2,049,500 | 188,868 | ..... | 76.0 | ..... | 269,605 | 127,241 | — | ..... |
| 30 Nov. '59 | 63.9 | 32.3 | ..... | 8.0 | ..... | ..... | ..... | Camden and Amboy | 5,709,637 | * | 3,923,394 | 3,798,400 | 6,882,000 | ..... | ..... | 96.2 | ..... | 2,378,392 | 1,189,399 | 12 | 125 |
| 30 Nov. '59 | 60.2 | — | ..... | — | — | — | — | Camden and Atlantic | 1,798,141 | * | | 657,351 | 1,006,800 | 435,655 | ..... | 60.2 | ..... | 152,155 | 66,453 | — | ..... |
| 1 Apr. '59 | 64.0 | — | ..... | — | 30 | 21 | 256 | Central of New Jersey | 5,042,163 | 424,700 | | 2,209,000 | 3,186,000 | 175,000 | 5,580,981 | 64.0 | 488,871 | 870,954 | 520,672 | 10 | 103½ |
| -- -- '59 | — | — | — | 2.6 | — | — | — | Long Dock | 1,000,000 | | | | 1,000,000 | | | | | | | — | ..... |
| 31 May, '59 | 53.0 | — | ..... | 45.5 | 11 | 15 | 91 | Morris and Essex | 1,613,361 | * | 57,000 | 1,157,805 | 340,000 | 262,738 | 1,760,562 | 53.0 | ..... | 239,179 | 110,040 | 7 | ..... |
| 31 May, '59 | 33.8 | — | ..... | — | — | — | — | New Jersey | 3,225,532 | 313,295 | | 3,749,000 | 188,700 | 25,000 | 4,802,717 | 33.8 | 398,784 | | 554,087 | 10 | 124½ |
| 30 Nov. '59 | 21.3 | — | ..... | — | 2 | 6 | 17 | Northern New Jersey | 365,344 | * | | 154,157 | ..... | ..... | ..... | | | | | — | ..... |
| 30 Sep. '59 | 13.5 | — | ..... | — | — | — | — | Paterson and Hudson | 630,000 | * | | 630,000 | | | 630,000 | ope | r. by N. | Y. & E. | 58,400 | 8 | ..... |
| 30 Sep. '59 | 15.0 | — | ..... | — | — | — | — | Paterson and Ramapo | 350,000 | * | | 248,225 | 195,000 | 257 | 350,000 | ope | r. by N. | Y. & E. | 34,440 | — | ..... |
| 30 Nov. '59 | 18.7 | — | ..... | — | — | — | — | Warren | 1,625,312 | * | | 1,024,600 | 600,000 | 713 | 1,625,312 | 18.7 | 6 mo. | 210,685 | 94,809 | 8½ | ..... |
| 30 Nov. '59 | 13.0 | — | ..... | 47.0 | — | — | — | West Jersey | 280,278 | | | 216,794 | ..... | 56,582 | ..... | | | 15,344 | 2,368 | — | ..... |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

| Years ending. | Railroad. Main Line. | Railroad. Lateral and Branch Lines. | Railroad. 2nd Track and Sidelings. | Road in progress or projected. | Equipment. Cars. Engines. | Cars. Passenger. | Cars. Freight, etc. | Companies. | Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Liabilities. Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance. Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. Gross. | Earnings. Net. | Dividends. | Price of shares. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | No | No | No. | | $ | $ | $ | $ | $ | $ | $ | M. | M. | $ | $ | p. c. | p. c. |
| | | | | | | | | NEW YORK. | | | | | | | | | | | | | |
| 30 Sep. '58 | — | — | — | 140.0 | — | — | — | Albany and Susquehanna | 227,356 | — | — | 275,793 | — | 8,697 | — | — | — | — | — | — | — |
| 30 Sep. '58 | 32.9 | — | 3.3 | — | 5 | 12 | 53 | Albany, Vermont and Canada | 1,557,502 | 136,038 | — | 439,005 | 1,575,099 | 50,000 | — | 32.9 | 93,894 | 84,119 | 11,215 | — | — |
| 30 Sep. '58 | 38.3 | — | 34.0 | — | — | — | — | Albany and West Stockbridge | 2,289,934 | — | — | 1,000,000 | 1,289,934 | — | — | ope | r. by W | estern. | — | 6 | — |
| 30 Sep. '58 | 34.9 | 2.6 | .... | 73.6 | 4 | 6 | 39 | Black River and Utica | 1,153,069 | 81,405 | — | 804,648 | 662,500 | 52,570 | — | 37.5 | 34,424 | 60,524 | 32,413 | — | — |
| 30 Sep. '58 | 14.8 | — | 1.6 | — | — | — | — | Blossburg and Corning | 496,661 | — | — | 250,000 | 220,000 | — | — | 14.8 | 16,530 | 23,554 | 9,204 | 5 | — |
| 30 Sep. '59 | 142.0 | — | 13.6 | 18.5 | 28 | 32 | 386 | Buffalo, New York and Erie | 3,150,762 | * | 164,200 | 680,000 | 2,592,221 | 252,142 | 4,206,709 | 176.0 | — | 541,249 | 172,321 | — | — |
| 30 Sep. '58 | 68.3 | — | 18.0 | — | 28 | 34 | 312 | Buffalo and State Line | 2,460,251 | 312,736 | — | 1,913,000 | 1,049,000 | 172,378 | — | 87.8 | 356,145 | 814,116 | 359,609 | 6 | — |
| 30 Sep. '58 | 24.6 | — | 38.1 | — | — | — | — | Cayuga and Susquehanna | 1,016,058 | 79,542 | — | 687,000 | 426,000 | 7,042 | — | 34.6 | 59,539 | 59,421 | 5,092 | — | — |
| 30 Sep. '58 | 17.4 | — | 2.1 | — | — | — | — | Chemung | 400,000 | — | — | 380,000 | 70,000 | — | — | ope | r. by N. | Y. & E. | 24,000 | 7 | — |
| 30 Sep. '58 | 46.8 | — | 2.9 | — | 10 | 8 | 83 | Elmira, Canandaig'a & N. Falls | — | — | — | — | — | — | — | ope | r. by Re | ceivers. | — | — | — |
| 30 Sep. '59 | — | — | — | 63.2 | — | — | — | Erie and New York City | 287,708 | — | — | 352,742 | 14,000 | 28,716 | 396,416 | — | — | — | — | — | — |
| 30 Sep. '58 | — | — | — | 15.0 | — | — | — | Genesee Valley | 91,889 | — | — | 59,374 | 38,500 | 23,404 | — | ope | r.b.B.N. | Y. & E. | — | — | — |
| 30 Sep. '58 | 17.3 | — | 0.5 | — | 5 | 3 | 50 | Hudson and Boston (West'rn) | 148,000 | 27,000 | — | 175,000 | — | — | — | 17.3 | 49,519 | 58,207 | 10,840 | 6 | — |
| 30 Sep. '59 | 144.0 | — | 106.5 | — | 52 | 107 | 542 | Hudson River | 10,205,906 | 1,182,372 | — | 3,758,466 | 8,842,000 | 414,644 | — | 150.0 | 700,224 | 1,842,636 | 770,096 | — | 42½ |
| 30 Sep. '58 | — | — | — | 73.8 | — | — | — | L. Ontario, Auburn & N. York | 74,203 | — | — | 75,771 | — | — | — | — | — | — | — | — | — |
| 30 Sep. '58 | — | — | — | 182.0 | — | — | — | L. Ontario and Hudson River | 3,497,538 | 178,320 | — | 2,715,186 | 870,000 | 115,856 | — | — | — | — | — | — | — |
| 30 Sep. '59 | 84.0 | 2.5 | 10.1 | 8.5 | 18 | 37 | 129 | Long Island | 2,211,659 | 354,611 | 1,000 | 1,852,715 | 636,997 | 17,539 | 2,567,270 | 101.5 | 248,123 | 334,195 | 147,084 | — | 11½ |
| 30 Sep. '59 | 297.8 | 258.1 | 313.8 | — | 211 | 237 | 3,171 | New York Central | 25,164,200 | 5,257,077 | 588,980 | 24,000,000 | 14,333,771 | — | 40,366,005 | 655.9 | 3,945,128 | 6,200,848 | 2,791,419 | 7 | 80 |
| 30 Sep. '58 | 446.0 | 19.0 | 282.5 | — | 210 | 183 | 2,694 | New York and Erie | 35,320,907 | * | 1,311,835 | 11,000,000 | 25,260,000 | 2,141,300 | 38,401,300 | 495.0 | 3,000,369 | 4,482,149 | 1,404,837 | — | 14½ |
| 30 Sep. '58 | 130.8 | 2.1 | 30.9 | — | 33 | 89 | 430 | New York and Harlem | 7,303,339 | 634,777 | — | 5,717,100 | 5,151,287 | 147,640 | — | 152.9 | 621,747 | 975,853 | 358,792 | — | 13½ |
| 30 Sep. '58 | 118.0 | 3.8 | 17.7 | — | 28 | 8 | 417 | Northern (Ogdensburg) | 4,086,712 | 702,079 | — | — | 1,494,000 | — | — | 121.8 | 311,404 | 410,806 | 127,013 | — | — |
| 30 Sep. '58 | 35.9 | — | 2.2 | — | 7 | 6 | 44 | Oswego and Syracuse | 675,215 | 100,462 | — | 396,340 | 213,500 | 10,875 | — | 35.9 | 69,759 | 109,152 | 60,829 | 8 | — |
| 30 Sep. '58 | 75.4 | — | 2.0 | — | 6 | 4 | 33 | Pottsdam and Watertown | 1,523,646 | 63,382 | — | 663,077 | 818,500 | 180,138 | — | 75.4 | 98,686 | 94,385 | 44,715 | — | — |
| 30 Sep. '58 | 25.2 | — | 2.1 | — | 5 | 13 | 70 | Rensselaer and Saratoga | 743,977 | 156,573 | — | 610,000 | 140,000 | — | — | 46.2 | 89,380 | 208,223 | 33,946 | 3 | — |
| 30 Sep. '58 | 18.4 | — | 1.3 | 32.6 | — | — | — | Rochester and Genesee Valley | 653,539 | — | — | 555,450 | 150,000 | 30,417 | — | 18.4 | 32,980 | 37,280 | 18,590 | 2 | — |
| 30 Sep. '58 | 18.0 | — | 1.0 | — | — | 2 | 32 | Sacketts Harbor and Ellisburg | 371,556 | 17,714 | — | 167,485 | 278,400 | 56,810 | — | 18.0 | 17,620 | 12,025 | — | — | — |
| 30 Sep. '58 | 21.0 | — | 1.6 | — | 2 | 3 | 10 | Saratoga and Schenectady | 480,684 | * | — | 300,000 | 86,500 | — | — | ope | r.by Ren | s. & Sar. | 30,150 | 2½ | — |
| 30 Sep. '58 | 40.9 | 6.6 | 3.9 | — | 9 | 12 | 84 | Saratoga and Whitehall | 820,518 | 74,904 | — | 500,000 | 395,000 | 5,456 | — | 54.5 | 107,506 | 139,388 | 32,196 | — | — |
| 30 Sep. '58 | — | — | — | 13.2 | — | — | — | Staten Island | 40,000 | — | — | 40,000 | — | — | — | — | — | — | — | — | — |
| 30 Jun. '59 | 11.0 | — | .... | — | — | — | — | Brooklyn and Jamaica | 369,856 | — | — | 284,850 | 85,000 | — | — | ope | r.by Lo | ng Isl. | 37,560 | 9 | — |
| 30 Sep. '58 | 81.3 | — | 7.1 | — | 13 | 12 | 117 | Syracuse, Binghampt. & N. Y. | 2,857,607 | * | — | 1,200,130 | 1,500,000 | 59,418 | — | 81.3 | 148,240 | 177,627 | 74,359 | — | — |
| 30 Sep. '58 | 27.2 | — | 3.2 | 7.7 | 7 | 4 | 65 | Troy and Boston | 1,296,302 | 125,887 | — | 568,297 | 797,500 | 231,083 | — | 27.2 | 61,614 | 125,042 | 53,289 | — | — |
| 30 Sep. '58 | 6.0 | — | 0.1 | — | — | — | — | Troy and Greenbush | 258,658 | 36,073 | — | 275,000 | — | — | — | ope | r. b.Hud | s. River. | — | 6 | — |
| 30 Sep. '58 | 2.1 | — | 2.1 | — | — | — | — | Troy Union | 732,114 | — | — | 30,000 | 680,000 | — | — | ope | r. by oth | er Co's. | — | — | — |
| 31 Dec. '58 | 96.8 | — | 11.0 | — | 7 | 11 | 298 | Watertown and Rome | 2,159,295 | * | 28,000 | 1,498,500 | 690,000 | 85,071 | 2,278,611 | 96.8 | 215,605 | 397,712 | 187,000 | 6 | — |
| | | | | | | | | NORTH CAROLINA. | | | | | | | | | | | | | |
| -- -- '58 | 95.2 | 2.0 | .... | — | .... | .... | .... | Atlantic and North Carolina | 1,850,000 | * | — | 1,600,000 | 400,000 | — | — | 95.2 | — | — | — | — | — |
| -- -- '58 | 223.0 | — | .... | — | .... | .... | .... | North Carolina | 4,235,000 | * | — | 4,000,000 | — | — | — | 223.0 | — | — | — | — | — |
| -- -- '59 | 97.0 | — | .... | — | .... | .... | .... | Raleigh and Gaston | 1,240,241 | * | — | 973,300 | 126,200 | — | — | 97.0 | — | 206,917 | 108,541 | — | — |
| 30 Sep. '59 | 161.0 | — | 17.1 | — | 22 | 20 | 144 | Wilmington and Manchester | 2,586,238 | * | 201,500 | 1,127,511 | 1,060,000 | 111,886 | 2,892,969 | 171.0 | — | 487,043 | 209,793 | — | — |
| 30 Sep. '59 | 161.9 | — | .... | — | 24 | 32 | 144 | Wilmington and Weldon | 2,869,223 | * | 107,000 | 1,340,213 | 791,055 | 102,391 | 3,114,954 | 171.0 | 323,069 | 477,554 | 235,201 | 8 | — |
| 15 Mar. '58 | — | — | — | 43.0 | — | — | — | Western North Carolina | 190,793 | * | 4,700 | 290,212 | — | 70,860 | 364,072 | — | — | — | — | — | — |
| | | | | | | | | OHIO. | | | | | | | | | | | | | |
| -- -- '58 | — | — | — | .... | — | — | — | Atlantic and Great Western | 613,231 | — | — | 866,939 | — | 77,294 | — | — | — | — | — | — | — |
| 31 Dec. '58 | 118.2 | — | .... | — | 17 | 12 | 208 | Bellefontaine and Indiana | 3,008,919 | * | 11,000 | 1,879,370 | 1,274,828 | 39,028 | 3,370,281 | 118.2 | — | 332,226 | 146,812 | — | — |
| 1 Aug. '59 | 137.0 | — | .... | — | 41 | 39 | 508 | Central Ohio | 5,579,508 | 922,670 | 106,133 | 1,628,356 | 3,673,000 | 1,126,458 | 6,810,432 | 141.0 | — | 597,633 | 71,356 | — | — |
| 31 Mar. '59 | 60.3 | — | .... | — | 22 | 28 | 432 | Cinc., Hamilton and Dayton | 2,648,266 | 504,892 | 26,500 | 2,155,800 | 1,411,000 | 32,618 | 3,650,710 | 60.3 | — | 489,437 | 249,666 | 7 | 65 |
| -- -- '59 | 37.0 | — | .... | 62.1 | — | — | — | Cinc. and Indianapolis Junc. | — | — | — | — | — | — | — | 37.0 | — | — | — | — | 49 |
| 1 May, '59 | 131.8 | — | .... | 31.0 | 16 | 10 | 332 | Cinc., Wilmington and Zanesv. | 6,250,841 | * | — | 2,441,176 | 3,032,000 | 228,973 | — | 131.8 | 304,168 | 190,745 | 19,180 | — | — |
| 31 Dec. '58 | 135.4 | 5.8 | .... | — | 42 | 31 | 439 | Cleveland, Columbus and Cinc. | 4,087,571 | 684,955 | 67,422 | 4,746,100 | 38,000 | 8,242 | 5,343,275 | 141.2 | — | 1,113,639 | 575,159 | 7 | 88½ |
| 31 Dec. '59 | 67.0 | — | .... | 18.0 | 10 | 6 | 205 | Cleveland and Mahoning | 1,920,953 | * | — | 580,000 | 1,202,300 | 161,200 | 1,943,500 | 67.0 | 183,973 | 285,140 | 182,282 | — | — |
| 31 Dec. '59 | 95.4 | 1.2 | 37.9 | — | 31 | 39 | 453 | Clev., Painesville & Ashtabula | 3,431,732 | 555,343 | 541,503 | 3,000,000 | 1,667,000 | 35,500 | 4,812,201 | 96.6 | 402,935 | 1,111,353 | 646,057 | 15 | 109½ |
| 30 Nov. '58 | 101.0 | 102.5 | .... | — | 42 | .... | .... | Cleveland and Pittsburg | 9,320,288 | * | — | 3,942,368 | 4,918,325 | 653,821 | 9,661,102 | 203.5 | 646,413 | 772,093 | 332,093 | 4 | 8 |
| 30 Apr. '59 | 109.2 | 79.4 | .... | — | 32 | 52 | 430 | Cleveland and Toledo | 6,729,056 | 458,194 | 258,424 | 3,343,812 | 3,842,720 | 358,605 | 7,858,918 | 188.6 | — | 798,155 | 414,456 | 6 | 28½ |
| 31 Dec. '58 | 61.4 | — | .... | 53.0 | 5 | 6 | 99 | Clev., Zanesville and Cincin. | 1,574,693 | * | — | 369,673 | 575,250 | 632,486 | — | 61.5 | 75,120 | 68,128 | 19,763 | — | — |
| 31 Dec. '58 | 72.0 | — | .... | 31.0 | 6 | 9 | 103 | Columbus and Indianapolis | 2,555,000 | * | — | 750,000 | 1,600,000 | 205,000 | — | 72.0 | 144,000 | 84,000 | 17,760 | — | — |
| 30 Nov. '58 | 54.5 | — | 10.4 | — | — | — | — | Columbus and Xenia | 1,376,250 | 392,909 | 112,734 | 1,490,000 | 290,700 | 50,500 | 1,965,539 | ope | r. w. Lit. | Miami. | 170,795 | 8 | 84 |
| 31 Dec. '58 | 72.0 | — | .... | 72.0 | — | — | — | Dayton and Michigan | 3,746,000 | * | — | 1,620,000 | 2,126,000 | — | — | 72.0 | 144,606 | 124,559 | 66,779 | — | — |
| 31 Aug. '58 | 36.6 | — | .... | — | 5 | 3 | 87 | Dayton and Western | 930,262 | 104,912 | — | 289,692 | 700,000 | 90,482 | 1,080,174 | 36.6 | — | 125,940 | 66,253 | — | — |
| 31 Aug. '58 | 16.0 | — | .... | 47.0 | 3 | 2 | 21 | Dayton, Xenia and Belpre | 860,496 | * | — | 437,838 | 422,658 | — | — | 16.0 | 40,064 | 64,000 | 33,000 | — | — |
| 31 Dec. '58 | 45.0 | — | .... | — | 6 | 5 | 72 | Eaton and Hamilton | 1,101,744 | 79,022 | 62,630 | 469,762 | 728,853 | 152,694 | 1,358,867 | 45.0 | 105,304 | 151,866 | 44,615 | — | — |
| -- -- '59 | 36.0 | — | .... | 84.0 | — | — | — | Fremont and Indiana | — | — | — | — | — | — | — | — | — | — | — | — | — |
| 31 Aug. '58 | 32.0 | — | .... | — | 6 | 5 | 68 | Greenville and Miami | 888,000 | * | — | 300,000 | 473,000 | 75,000 | — | 47.0 | 60,901 | 63,141 | 13,573 | — | — |
| 30 Nov. '58 | 13.0 | — | .... | 34.0 | 1 | 2 | 50 | Iron | 172,830 | * | — | 118,865 | 50,000 | 3,965 | — | 13.0 | 24,000 | 31,126 | 10,460 | — | — |
| 30 Nov. '58 | 83.5 | — | 37.8 | — | 39 | 32 | 602 | Little Miami | 3,451,179 | 785,817 | 438,857 | 2,981,293 | 1,399,000 | 34,196 | 4,709,137 | 138.0 | 637,835 | 1,200,499 | 341,591 | 8 | 84 |
| 31 Dec. '58 | 173.8 | 21.6 | .... | — | 33 | 26 | 523 | Marietta and Cincinnati | 9,517,551 | 1,115,662 | 574,000 | 3,477,705 | 7,405,917 | 1,754,220 | 13,202,262 | 195.4 | 556,732 | 374,198 | 45,452 | — | — |
| 30 Apr. '59 | 192.3 | — | .... | — | 48 | 34 | 628 | Ohio and Mississippi | 18,635,688 | * | * | 6,584,681 | 9,880,000 | 2,330,030 | 18,794,721 | 192.3 | — | 881,957 | 312,441 | — | — |
| 31 Aug. '58 | 117.0 | 8.0 | .... | — | 17 | 16 | 238 | Pittsburg, Columbus and Cin. | 4,772,951 | * | — | 1,906,736 | 2,400,000 | 466,215 | — | 125.0 | — | — | — | — | — |
| 30 Jun. '59 | 153.9 | 52.0 | .... | — | 39 | 27 | 365 | Sandusky, Dayton and Cinc. | 3,988,154 | 605,900 | 197,967 | 2,697,090 | 2,134,000 | 439,261 | 5,508,357 | 205.9 | — | 577,958 | 211,894 | — | — |
| 30 Dec. '58 | 116.0 | 9.0 | .... | — | 13 | 20 | 206 | Sandusky, Mansfield & New'k | 2,141,811 | * | — | 828,583 | 1,402,572 | 132,301 | 2,363,456 | 125.0 | 155,006 | 209,918 | 51,371 | — | — |
| 30 Nov. '58 | 55.6 | — | .... | 74.0 | 7 | 3 | 64 | Scioto and Hocking Valleys | 1,103,975 | * | — | 403,975 | 500,000 | 100,000 | — | 55.6 | 70,000 | 110,200 | 53,100 | — | — |
| 31 Aug. '58 | 19.5 | — | .... | 23.5 | — | — | — | Springfield and Columbus | 346,500 | — | — | 193,000 | 150,000 | 3,500 | 346,500 | ope | r. by C., | C. & C. | — | — | — |
| 30 Nov. '58 | 49.8 | — | .... | 62.2 | 5 | 6 | 62 | Springfield, Mt. Vern. & Pittsb. | 2,205,000 | * | — | 1,000,000 | 1,050,000 | 200,000 | 2,250,000 | 49.8 | 222,000 | — | — | — | — |
| -- -- '58 | 243.0 | — | .... | — | 35 | 18 | 580 | Toledo, Wabash and Western | 10,542,000 | * | — | 3,573,000 | 7,650,000 | — | 11,223,000 | 250.0 | — | 676,022 | 159,769 | — | 19½ |
| | | | | | | | | PENNSYLVANIA. | | | | | | | | | | | | | |
| 30 Nov. '59 | 45.0 | — | 3.0 | 136.2 | 4 | 6 | 97 | Alleghany Valley | 1,700,000 | 65,300 | — | 1,660,000 | 400,000 | 20,000 | 2,080,000 | 45.0 | — | 87,940 | 45,000 | — | — |
| 31 Aug. '59 | 20.5 | — | 23.2 | — | 15 | 2 | 1,005 | Beaver Meadow | 966,792 | 260,000 | — | 1,410,900 | 2,000 | — | 1,412,900 | 20.5 | — | 311,201 | 164,554 | 10 | — |
| 31 Aug. '59 | 63.5 | — | 3.0 | — | 22 | 13 | 282 | Catawissa, Williamsp't & Erie | 3,518,785 | 364,571 | — | 1,700,000 | 2,271,536 | 436,228 | 4,407,764 | 119.0 | — | 337,257 | 90,438 | — | — |
| 30 Sep. '59 | 52.5 | — | 3.2 | — | 11 | 8 | 66 | Cumberland Valley | 1,225,971 | * | — | 981,900 | 245,500 | 55,643 | 1,299,194 | 52.5 | 142,944 | 169,125 | 94,311 | 6 | — |
| 31 Dec. '59 | 110.8 | 2.3 | 36.0 | — | — | — | — | Del., Lackawanna and West'n | 8,831,707 | * | 505,000 | 3,360,872 | 6,070,125 | 569,190 | 11,064,413 | 202.0 | — | 1,430,512 | 881,609 | — | 82 |
| 30 Nov. '59 | 36.3 | — | 2.3 | — | 3 | 3 | — | East Pennsylvania | 900,000 | 16,617 | — | 386,121 | 365,500 | 188,515 | 940,136 | 36.3 | — | — | — | — | — |
| 30 Sep. '59 | 18.6 | — | 4.0 | — | — | — | — | Erie and Northeast | 700,000 | — | — | 600,000 | 400,000 | — | 1,000,000 | ope | r. b.Buf. | & S. L. | — | 10 | — |
| 31 Aug. '59 | 36.9 | 18.6 | 21.9 | — | — | — | — | Harrisburg and Lancaster | 1,882,555 | — | — | 1,087,100 | 661,000 | — | 1,883,343 | 55.5 | — | 423,561 | 166,852 | 6 | 54 |
| 31 Aug. '59 | 32.3 | — | 1.2 | 44.1 | 3 | 2 | 17 | Hempfield | 1,388,168 | * | — | 1,809,563 | — | — | 1,809,563 | 32.3 | — | 32,411 | 7,267 | — | — |
| 31 Aug. '59 | 30.9 | 11.3 | 4.6 | — | 6 | 3 | 1,000 | Huntingdon and Broad Top | 1,354,724 | * | — | 425,015 | 1,000,000 | 206,550 | 1,631,565 | 42.2 | — | 84,017 | 3,413 | — | — |
| 30 Sep. '59 | 68.9 | — | 2.2 | 11.1 | 10 | 6 | 318 | Lackawanna and Bloomsburg | 2,057,303 | 107,000 | — | 710,000 | 1,100,000 | 167,303 | 2,164,303 | 68.9 | — | 116,200 | 67,600 | — | — |
| 30 Nov. '59 | 45.7 | — | .... | 20.2 | 15 | 6 | .... | Lehigh Valley | — | * | — | 1,966,350 | 1,500,000 | — | 45.7 | — | — | 525,846 | 333,896 | 6 | 25 |
| 30 Nov. '59 | 28.0 | 5.0 | 13.5 | .... | 9 | .... | .... | Little Schuylkill | 3,299,600 | * | — | 2,256,100 | 942,500 | 85,000 | 3,299,600 | ope | r. by C., | W. & E. | — | — | — |
| 31 Dec. '59 | 20.0 | — | 4.0 | — | — | — | — | Lehigh Coal and Navigation | 1,380,000 | — | 4,455,000 | 2,479,900 | 3,619,304 | 231,532 | 9,291,156 | — | — | 595,857 | 503,660 | 6 | 52½ |
| 30 Nov. '59 | 24.5 | 74.8 | 45.5 | 1.5 | 28 | 2 | 3,026 | Mine Hill and Schuylk. Haven | 2,594,228 | 266,838 | — | 2,800,000 | — | — | 2,991,150 | 72.3 | — | 556,192 | 379,976 | 10 | — |
| 30 Nov. '59 | 55.6 | 10.1 | 9.7 | — | 16 | 15 | 531 | North Pennsylvania | 5,449,061 | 366,997 | — | 3,155,828 | 2,787,000 | 377,816 | 6,320,638 | 65.7 | — | 347,302 | 188,398 | — | 86½ |
| 31 Dec. '59 | 330.0 | 56.0 | 350.0 | — | 213 | 98 | 2,492 | Pennsylvania | 23,009,849 | 2,974,473 | 862,762 | 13,249,125 | 16,932,517 | — | 31,356,832 | 386.0 | — | 5,362,355 | 2,231,617 | — | 79½ |
| 30 Sep. '59 | 12.0 | — | 0.8 | 67.0 | 1 | 1 | 1 | Phila. and Baltimore Central | 264,000 | 10,000 | — | — | 250,000 | 50,000 | — | 20.0 | — | 1,637 | — | — | — |
| 30 Sep. '59 | 17.0 | 7.0 | .... | — | 16 | .... | .... | Phila., Germant'n & Norrist'n | 1,422,977 | 223,456 | — | 1,208,500 | 374,800 | 104,720 | 1,742,333 | 24.0 | — | 288,557 | 157,194 | — | — |
| 30 Nov. '59 | 147.4 | 4.0 | 61.0 | — | 149 | 57 | 5,697 | Philadelphia and Reading | 19,390,868 | 2,121,010 | 20,180 | 11,737,041 | 12,195,950 | 1,125,000 | 26,057,991 | 151.4 | — | 2,724,293 | 1,945,816 | — | 41½ |
| 31 Dec. '59 | 28.0 | — | — | — | — | — | — | Philadelphia and Trenton | 1,000,000 | — | — | 1,000,000 | — | — | 1,000,000 | 28.0 | oper. by | Cam. & | Amboy | — | — |
| 30 Oct. '59 | 96.0 | 6.0 | .... | — | 31 | 60 | 487 | Phila., Wilmington and Balt. | 7,785,786 | * | 78,962 | 5,600,000 | 2,498,458 | 370,078 | 8,468,513 | — | 11 mos. | 1,096,168 | 437,499 | 6 | 40 |

# RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

| Years ending. | Railroad. Main Line. | Lateral and Branch Lines. | 2nd Track and Sidelings. | Road in progress or projected | Equipment. Engines. | Cars. Passenger. | Cars. Freight, etc. | Companies. | Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Liabilities. Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Earnings. Gross. | Net. | Dividends. | Price of shares. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | M. | M. | M. | M. | No | No | No. | | $ | $ | $ | $ | $ | $ | $ | M. | M. | $ | $ | p. c. | p. c. |
| | | | | | | | | PENNSYLVANIA, (*Continued.*) | | | | | | | | | | | | | |
| 30 Nov. '59 | 48.0 | — | 3.1 | 99.5 | 4 | 4 | 43 | Pittsburg and Connellsville | 1,501,414 | 79,396 | — | 1.753,864 | 1,500,000 | 177,920 | 3,444,154 | 60.0 | ..... | 60,438 | ..... | — | ..... |
| 30 Nov. '59 | 467.5 | — | 56.3 | — | 96 | 80 | 1,059 | Pittsb'g, Ft. Wayne & Chicago | 13,474,664 | 1,785,182 | 91,100 | 6,265,964 | 9,356,505 | 1,806,040 | 17,628,509 | 467.5 | ..... | 1,768,993 | 492,721 | — | 39½ |
| 30 Sep. '59 | 31.0 | — | ..... | 11.0 | ..... | ..... | ..... | Pittsburg and Steubenville | 1,947,462 | * | — | 1,221,277 | 280,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| 30 Sep. '59 | 54.0 | — | 3.0 | — | 7 | 7 | 26 | Schuylkill and Susquehanna | 1,258,700 | * | — | 1,258,700 | 97,000 | ..... | 1,355,700 | 54.0 | ..... | ..... | ..... | — | ..... |
| 30 Sep. '59 | 9.2 | 15.3 | 14.9 | — | — | — | — | Schuylkill Valley | 573,616 | * | — | 568,150 | ..... | ..... | 573,616 | 24.5 | ..... | 34,501 | 29,604 | 3½ | ..... |
| 30 Nov. '59 | 28.0 | 5.0 | 3.3 | — | 4 | 1 | 445 | Shamokin Valley & Pottsville | 1,321,847 | * | — | 500,000 | 821,447 | ..... | 1,321,847 | 33.0 | ..... | 96,227 | 54,582 | — | ..... |
| 31 Dec. '59 | 148.0 | — | 20.0 | 140.0 | ..... | ..... | ..... | Sunbury and Erie | 6,393,712 | 107,252 | — | 4,506,920 | 4,369,070 | 861,271 | 10,1e9,869 | 148.0 | ..... | ..... | ..... | — | ..... |
| 30 Nov. '59 | 29.6 | 6.5 | 31.9 | — | 8 | 3 | 127 | Tioga | 703,349 | 85,932 | — | 97,550 | 396,000 | ..... | ..... | 29.6 | ..... | 83,072 | 47,007 | 6 | ..... |
| 30 Sep. '59 | 26.4 | — | 2.1 | — | 4 | 11 | 9 | Westchester and Philadelphia | 1,410,638 | 74,677 | — | 682,170 | 944,169 | 52,434 | 1,679,301 | 26.4 | ..... | 125,597 | 4,502 | — | 1 |
| 31 Mar. '59 | 78.0 | — | ..... | — | ..... | ..... | ..... | Williamsport and Elmira | 3,650,682 | 380,847 | — | 1,500,000 | 2,361,973 | 161,272 | 4,148,920 | ..... | ..... | 191,970 | 96,308 | — | ..... |
| | | | | | | | | RHODE ISLAND. | | | | | | | | | | | | | |
| 31 Aug. '58 | 50.0 | — | 2.0 | — | 9 | 13 | 84 | N. Y., Providence and Boston | 2,158,000 | * | — | 1,508,000 | 306,500 | ..... | 2,158,000 | 50.0 | 147,231 | 208,439 | 96,571 | 5 | ..... |
| 30 Nov. '58 | 13.6 | — | 0.5 | — | — | 3 | 5 | Providence, Warren & Bristol | 434,698 | 1,588 | — | 287,917 | 109,937 | 36,139 | ..... | 13.6 | 23,514 | 23,005 | 1,278 | — | ..... |
| | | | | | | | | SOUTH CAROLINA. | | | | | | | | | | | | | ..... |
| 31 Dec. '58 | 13.2 | 1.5 | ..... | 182.4 | 2 | — | 26 | Blue Ridge | 2,126,539 | ..... | — | 1,916,515 | 217,577 | ..... | 2,134,092 | 13.2 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 54.9 | — | ..... | 47.4 | 4 | 3 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,365 | 195,266 | 197,905 | 1,099,536 | 51.9 | ..... | ..... | ..... | — | ..... |
| 31 Dec. '58 | 109.6 | — | ..... | — | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | * | — | 1,201,000 | 384,000 | ..... | ..... | 109.6 | ..... | 283,263 | 151,536 | 6 | ..... |
| -- -- '58 | 40.3 | — | ..... | — | ..... | ..... | ..... | Cheraw and Darlington | 600,000 | * | — | 400,000 | 200,000 | ..... | ..... | 49.3 | ..... | ..... | ..... | — | ..... |
| 1 Jan. '59 | 143.2 | 21.3 | ..... | — | ..... | ..... | ..... | Greenville and Columbia | 2,439,769 | 324,161 | — | 1,429,008 | 1,145,000 | 345,546 | 2,919,554 | 164.5 | ..... | 341,190 | 125,871 | — | ..... |
| 31 Aug. '59 | 22.5 | — | ..... | — | ..... | ..... | ..... | Kings Mountain | 196,230 | * | — | 200,000 | ..... | ..... | 200,000 | 22.5 | ..... | ..... | ..... | 5 | ..... |
| 31 July '58 | 32.0 | — | ..... | — | ..... | ..... | ..... | Laurens | 543,403 | * | — | 400,000 | 106,218 | ..... | 575,729 | 32.0 | ..... | 27,568 | 8,527 | — | ..... |
| 28 Feb. '59 | 102.0 | — | ..... | — | ..... | ..... | ..... | North-Eastern | 2,011,652 | * | — | 985,743 | 960,410 | 108,172 | 2,057,325 | 102.0 | ..... | 220,014 | 96,145 | — | ..... |
| 31 Dec. '58 | 136.0 | 106.0 | ..... | — | 62 | 59 | 790 | South Carolina | 5,517,384 | 1,103,130 | 374,060 | 4,179,475 | 2,770,463 | 193,086 | 7,701,337 | 242.0 | ..... | 1,501,008 | 820,511 | 7 | ..... |
| 31 July '58 | 25.1 | — | ..... | 41.9 | ..... | ..... | ..... | Spartanburg and Union | ..... | ..... | — | ..... | ..... | ..... | ..... | 25.1 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | TENNESSEE. | | | | | | | | | | | | | |
| | ..... | — | ..... | 17.0 | 2 | — | 14 | Edgefield and Kentucky | 857,947 | * | — | 333,204 | 612,000 | 60,900 | ..... | 30.0 | 29,845 | 9,359 | 7,486 | — | ..... |
| | 30.0 | — | 1.8 | — | 12 | — | 171 | East Tennessee and Georgia | 3,637,367 | * | — | 1,289,673 | 2,020,000 | 200,000 | ..... | 140.0 | ..... | 318,718 | 187,466 | — | ..... |
| | 140.0 | — | 8.0 | — | 10 | 10 | 128 | East Tennessee and Virginia | 2,310,033 | 156,264 | — | 536,654 | 1,902,000 | 390,407 | ..... | 130.3 | 150,142 | 297,806 | 3 149,167 | — | ..... |
| | 130.3 | — | 5.1 | — | 36 | 38 | 576 | Memphis and Charleston | 5,444,304 | 743,729 | 109,066 | 2,237,665 | 2,700,000 | 443,616 | ..... | 287.6 | 562,041 | 1,330,812 | 778,036 | — | ..... |
| | 271.6 | 16.0 | 20.0 | 3.9 | 9 | 5 | 242 | Memphis and Ohio | 2,259,267 | 141,144 | — | 570,000 | 1,361,000 | 145,000 | ..... | ..... | ..... | ..... | ..... | — | ..... |
| | 100.0 | — | 30.6 | 55.8 | ..... | ..... | ..... | Memphis, Clarkesv. & Louisv. | 2,000,000 | 100,500 | — | 298,721 | 740,000 | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| | 59.0 | — | ..... | 40.1 | 7 | 5 | 119 | Mississippi and Tennessee | 1,137,400 | * | — | 798,285 | 554,949 | 319,518 | ..... | 59.4 | 69,870 | 177,256 | 60,029 | — | ..... |
| | 47.4 | — | 2.3 | — | 4 | 5 | 46 | Mississippi Central and Tenn. | 892,710 | 82,908 | — | 317,447 | 632,500 | 22,369 | ..... | 47.4 | 54,175 | 83,129 | 44,666 | — | ..... |
| | 34.2 | — | 7.0 | — | 12 | 2 | 81 | McMinnville and Manchester | 533,807 | 56,816 | — | 144,894 | 406,000 | 5,000 | ..... | 34.2 | 30,065 | 23,808 | 13,892 | — | ..... |
| | 149.7 | 44.0 | 7.9 | — | 39 | 17 | 319 | Nashville and Chattanooga | 3,632,882 | * | — | 2,256,479 | 1,524,000 | 21,769 | ..... | 159.0 | 117,895 | 675,832 | 310,199 | 3 | ..... |
| | ..... | — | ..... | ..... | ..... | ..... | ..... | Nashville and Northwestern | ..... | ..... | — | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | — | ..... |
| | 45.8 | — | 4.2 | 11.7 | 5 | 5 | 32 | Tennessee and Alabama | 76,016 | 76,016 | — | 595,922 | 860,000 | 204,544 | ..... | 45.8 | 57,950 | 75,120 | 47,579 | — | ..... |
| | 30.0 | — | 0.6 | 8.0 | ..... | ..... | ..... | Winchester and Alabama | ..... | ..... | — | 216,962 | 413,000 | 408,477 | ..... | 30. 0 | ..... | 1,248 | ..... | — | ..... |
| | | | | | | | | TEXAS, (*all aided by State*). | | | | | | | | | | | | | |
| -- -- '58 | 32.0 | — | ..... | 158.0 | ..... | ..... | ..... | Buffalo Bayou, Braz. & Col'r'do | ..... | ..... | — | ..... | ..... | ..... | ..... | 32.0 | ..... | ..... | ..... | — | ..... |
| -- -- '58 | 56.0 | — | ..... | 184.0 | ..... | ..... | ..... | Galvest., Houst. & Henderson | ..... | ..... | — | ..... | ..... | ..... | ..... | 56.0 | ..... | ..... | ..... | — | ..... |
| -- -- '59 | 43.0 | — | ..... | 31.0 | ..... | ..... | ..... | Houston and Brazoria | ..... | ..... | — | ..... | ..... | ..... | ..... | 43.0 | ..... | ..... | ..... | — | ..... |
| 1 May '58 | 75.0 | — | ..... | 281.0 | 2 | 3 | 67 | Houston and Texas Central | 1,132,747 | * | — | 1,270,123 | 335,000 | 128,205 | 1,691,443 | 35.0 | ..... | 76,958 | ..... | — | ..... |
| -- -- '59 | 25.0 | — | ..... | 110.0 | ..... | ..... | ..... | San Antonio & Mexican Gulf | ..... | ..... | — | ..... | ..... | ..... | ..... | 25.0 | ..... | ..... | ..... | — | ..... |
| -- -- '59 | 28.0 | — | ..... | 756.0 | ..... | ..... | ..... | Southern Pacific | ..... | ..... | — | ..... | ..... | ..... | ..... | 28.0 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | VERMONT. | | | | | | | | | | | | | |
| 31 May, '59 | 90.7 | — | 8.6 | 19.6 | 7 | 8 | 181 | Connect. & Passumpsic Rivers | 2,345,724 | 185,421 | — | 1,200,000 | 800,000 | ..... | ..... | 90.7 | 98,856 | 192,122 | 82,001 | — | ..... |
| 31 Aug. '59 | 119.6 | — | 13.0 | — | 26 | 18 | 555 | Rutland and Burlington | 3,989,708 | 601,509 | 92,859 | 2,233,376 | 3,145,001 | 1,013,764 | 6,392,141 | 119.6 | 395,762 | 354,288 | 81,561 | — | ..... |
| 31 Aug. '59 | 62.0 | ..... | 3.4 | — | 10 | 5 | 201 | Rutland and Washington | 1,771,683 | * | — | 950,000 | ..... | ..... | 1,780,683 | 62.0 | 175,830 | 172,826 | 37,124 | — | ..... |
| 30 Jun. '59 | 119.0 | — | 20.0 | — | 42 | 28 | 885 | Vermont Central | 8,402,055 | * | — | 5,000,000 | 3,853,000 | 1,423,299 | 10,276,299 | 166.0 | 617,262 | 702,271 | 115,678 | — | ..... |
| 30 Jun. '59 | 47.0 | — | 2.8 | — | ..... | ..... | ..... | Vermont and Canada | 1,350,695 | ..... | — | 1,350,000 | ..... | ..... | 1,380,695 | ope | r. by Vt. | Central | ..... | — | 55 |
| 31 Aug. '59 | 23.7 | — | 0.7 | — | 4 | 4 | 54 | Vermont Valley | 1,212,274 | 89,612 | — | 516,164 | 793,200 | ..... | 1,308,864 | 23.7 | 47,324 | 43,998 | 10,493 | — | ..... |
| 31 Aug. '59 | 54.0 | 10.5 | ..... | — | ..... | ..... | ..... | Western Vermont | 1,083,500 | * | — | 332,000 | 700,000 | ..... | 1,083,500 | ope | r.b.Troy | & Bost. | 55,858 | — | ..... |
| | | | | | | | | VIRGINIA. | | | | | | | | | | | | | |
| 31 Aug. '59 | 41.3 | — | ..... | 122.1 | ..... | ..... | ..... | Alex., Loudoun & Hampshire | 1,492,194 | 42,000 | — | 1,403,018 | 36,188 | 88,131 | 1,534,194 | ..... | ..... | ..... | ..... | — | ..... |
| 30 Sep. '58 | 75.8 | — | ..... | 63.5 | 9 | 8 | 216 | Manassas Gap | 3,262,990 | 209,901 | * | 3,038,500 | 418,000 | 292,956 | 3,939,729 | 75.8 | ..... | 125,599 | 65,554 | — | ..... |
| 31 Mar. '59 | 79 .2 | — | ..... | — | ..... | ..... | ..... | Norfolk and Petersburg | 2,106,066 | * | 10,500 | 1,511,000 | 489,110 | 209,923 | 2,222,168 | 79.2 | ..... | ..... | ..... | — | ..... |
| 30 Sep. '59 | 103.5 | — | ..... | — | 8 | — | ..... | Northwestern Virginia | 5,322,150 | * | — | 468,605 | 5,719,229 | ..... | ..... | 103.5 | 345,427 | 248,004 | loss | — | ..... |
| 30 Sep. '59 | 148.7 | 9.1 | 4.5 | — | 12 | 10 | 101 | Orange and Alexandria | 6,060,824 | * | — | 1,981,167 | 2,316,879 | 285,532 | 6,225,015 | 97.6 | ..... | 288,297 | 157,571 | — | ..... |
| 30 Sep. '59 | 123.3 | 10.1 | ..... | — | 19 | 13 | 279 | Petersburg and Lynchburg | 3,040,636 | 374,996 | — | 1,365,300 | 1,851,500 | 292,842 | 4,745,256 | 133.4 | ..... | 410,166 | 201,344 | — | ..... |
| 31 Dec. '58 | 59.2 | 21.3 | ..... | — | 14 | 17 | 131 | Petersburg and Roanoke | 988,791 | 192,940 | — | 883,200 | 127,427 | 34,344 | 1,313,057 | 80.5 | ..... | 310,988 | 186,085 | 5 | ..... |
| 30 Sep. '58 | 140.5 | 1.8 | ..... | — | 23 | 18 | 370 | Richmond and Danville | 3,588,653 | * | — | 1,981,017 | 1,126,407 | 25,153 | 4,424,671 | 142.3 | 263,893 | 491,674 | 267,192 | — | 65 |
| 31 Mar. '58 | 75.1 | — | ..... | — | ..... | ..... | ..... | Richm., Frederick & Potomac | 1,985,579 | * | 52,800 | 1,033,600 | 680,115 | 116,550 | 2,183,232 | 75.1 | ..... | 269,126 | 145,656 | 7 | 70 |
| 30 Apr. '59 | 22.2 | 2.7 | ..... | — | 10 | 16 | 192 | Richmond and Petersburg | 1,087,949 | * | — | 836,100 | 201,408 | 34,681 | 1,250,186 | 24.9 | 79,921 | 157,542 | 82,485 | 6 | 64 |
| 30 Sep. '59 | 38.3 | — | ..... | 14.3 | 2 | 1 | 13 | Richmond and York River | 688,190 | 22,810 | — | 657,812 | 85,000 | ..... | 742,812 | 24.0 | ..... | ..... | ..... | — | ..... |
| 31 Aug. '58 | 80.0 | — | ..... | — | 10 | 11 | 169 | Seaboard and Roanoke | 1,360,988 | * | 33,700 | 644,000 | 473,940 | 59,776 | 1,449,037 | 80.0 | ..... | 240,817 | 105,728 | — | ..... |
| 30 Sep. '59 | 178.0 | 17.0 | — | 10.0 | 27 | 20 | 280 | Virginia Central | 4,835,729 | 527,181 | — | 3,132,445 | 1,485,346 | 43,605 | 8,816,522 | 195.0 | 304,195 | 652,405 | 382,696 | 4½ | 50 |
| 31 Aug. '59 | 204.2 | 10.7 | ..... | — | 36 | 12 | 385 | Virginia and Tennessee | 5,571,716 | 771,086 | — | 3,353,672 | 3,247,500 | 671,218 | 7,272,580 | 214.9 | 387,413 | 672,894 | 278,759 | — | ..... |
| 30 Sep. '57 | 32.3 | — | ..... | — | ..... | ..... | ..... | Winchester and Potomac | 573,998 | * | — | 300,000 | 120,000 | 18,592 | 573,998 | 32.3 | ..... | 69,009 | 10,815 | — | ..... |
| | | | | | | | | WISCONSIN. | | | | | | | | | | | | | |
| 1 Dec. '59 | 55.0 | — | 2.0 | 121.0 | 3 | 2 | 40 | Kenosha and Rockford | 1,500,000 | 55,000 | — | 800,000 | 700,000 | 25,000 | ..... | 55.0 | ..... | ..... | ..... | — | ..... |
| 25 Mar. '59 | 199.8 | — | ..... | — | ..... | ..... | ..... | *Milwaukee and Minnesota* | ..... | ..... | — | 10,872,000 | 10,414,066 | 996,587 | 22,282,653 | 199.8 | ..... | 492,454 | ..... | — | ..... |
| 31 Dec. '58 | 40.0 | — | ..... | — | 5 | 10 | 75 | Milwaukee and Chicago | 1,830,073 | * | 23,304 | 1,000,000 | 600,000 | 246,385 | 1,908,555 | 40.0 | 74,243 | 159,456 | 82,182 | — | ..... |
| -- -- '57 | 42.0 | — | ..... | 27.8 | ..... | ..... | ..... | Milwaukee and Horicon | 919,757 | * | — | 1,101,200 | ..... | ..... | ..... | 42.0 | 10 mos. | 60,066 | ..... | — | ..... |
| 31 Dec. '58 | 191.9 | 42.5 | 28.3 | — | 43 | 33 | 633 | *Milwaukee and Mississippi* | 7,108,026 | 1,006,100 | — | 3,696,693 | 4,047,000 | 762,852 | 8,506,545 | 234.4 | ..... | 883,186 | 439,943 | — | 24 |
| -- -- '57 | 50.0 | — | ..... | 85.0 | ..... | ..... | ..... | Milw., Watertown & Baraboo | 514,238 | ..... | — | 345,861 | 132,000 | ..... | ..... | 50.0 | ..... | 121,401 | ..... | — | ..... |
| 1 Jan. '58 | 104.0 | — | ..... | 38.8 | ..... | ..... | ..... | Racine and Mississippi | 3,802,016 | * | — | 2,705,720 | 1,417,000 | 1,085,328 | 5,692,471 | 86.0 | ..... | 213,964 | 31,045 | — | ..... |
| -- -- '58 | 10.0 | — | ..... | 55.0 | ..... | ..... | ..... | Wisconsin Central | 600,000 | ..... | — | ..... | ..... | ..... | operated | by | Fox Riv | er Vall. | ..... | — | ..... |
| | | | | | | | | **FOREIGN COMPANIES.** | | | | | | | | | | | | | |
| | | | | | | | | CANADA. | | | | | | | | | | | | | |
| 31 July '59 | 158.5 | — | ..... | — | 26 | 24 | 341 | Buffalo and Lake Huron | 2,884,887 | 740,870 | — | 3,715,762 | 187,366 | 107,067 | 4,010,195 | 158.5 | 363,213 | ..... | ..... | — | ..... |
| -- -- '59 | 81.0 | — | ..... | — | 16 | 17 | 214 | Montreal and Champlain | ..... | ..... | — | ..... | ..... | ..... | ..... | 81.0 | 166,245 | ..... | ..... | — | ..... |
| -- -- '59 | 37.0 | 11.0 | ..... | 72.0 | 2 | 2 | 17 | Brockville and Ottawa | ..... | ..... | — | ..... | ..... | ..... | ..... | 48.0 | ..... | ..... | ..... | — | 12 |
| 30 Sep. '58 | 624.0 | 137.0 | ..... | 78.0 | 204 | 130 | 2,399 | Grand Trunk | 46,651,084 | * | — | 15,603,128 | 31,351,133 | — | 46,954,261 | 761.0 | 2,049,997 | 1,069,219 | 4,000 | 6 | 38 |
| -- -- '59 | 229.0 | 128.0 | ..... | — | 87 | 126 | 1,689 | Great Western | 22,153,321 | * | — | 14,064,908 | 8,480,849 | ..... | ..... | 357.0 | 1,360,900 | ..... | ..... | 3 | ..... |
| -- -- '59 | 24.0 | — | ..... | — | 2 | 2 | 52 | London and Port Stanley | ..... | ..... | — | ..... | ..... | ..... | ..... | 24.0 | 37,081 | ..... | ..... | — | ..... |
| -- -- '59 | 95.0 | 1.6 | ..... | — | 17 | 20 | 337 | Northern (O. S. & H.) | ..... | ..... | — | ..... | ..... | ..... | ..... | 96.6 | 254,530 | ..... | ..... | — | ..... |
| -- -- '59 | 54.0 | — | ..... | — | 5 | 8 | 118 | Ottawa and Prescott | ..... | ..... | — | ..... | ..... | ..... | ..... | 54.0 | 89,222 | ..... | ..... | — | ..... |
| -- -- '59 | 25.0 | — | ..... | — | 4 | — | 57 | Welland | ..... | ..... | — | ..... | ..... | ..... | ..... | 25.0 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | NEW BRUNSWICK. | | | | | | | | | | | | | |
| 30 Nov. '58 | 29.9 | 0.9 | ..... | 79.8 | ..... | ..... | ..... | European & North American | 2,100,356 | * | — | ..... | ..... | ..... | ..... | 29.9 | ..... | ..... | ..... | — | ..... |
| -- -- '59 | 60.0 | — | ..... | — | ..... | ..... | ..... | New Brunswick and Canada | 988,746 | * | — | 868,493 | — | 70,253 | 988,746 | 60.0 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | NOVA SCOTIA. | | | | | | | | | | | | | |
| -- -- '59 | 61.5 | — | ..... | 60.1 | ..... | ..... | ..... | Nova Scotia | ..... | ..... | — | ..... | ..... | ..... | ..... | 61.5 | ..... | ..... | ..... | — | ..... |
| | | | | | | | | NEW GRANADA. | | | | | | | | | | | | | |
| 31 Dec. '58 | 48.7 | — | ..... | — | ..... | ..... | ..... | Panama | 8,000,000 | * | — | 4,975,000 | 2,427,000 | — | 8,032,000 | 48.7 | ..... | 1,925,444 | 1,360,160 | 15 | 134 |

# AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

| Description. | Amount. | Interest. | Due. | Price. |
|---|---|---|---|---|
| **Alabama and Florida:** | | | | |
| Mortgage | $300,000 | 7 | 1867 | ---- |
| Convert. (guar. by Dir.) | 150,000 | 7 | 1863 | ---- |
| Land Mortgage | 23,500 | 7 | 1869 | ---- |
| **Alabama and Miss. Rivers:** | | | | |
| State (Ala.) Loan | 123,171 | --- | ------ | ---- |
| Mortgage | 109,500 | --- | ------ | ---- |
| **Alabama and Tenn. Rivers:** | | | | |
| 1st Mortgage convertible | 526,000 | 7 | 1872 | ---- |
| 2d Mortgage | 225,705 | 8 | 1864 | ---- |
| **Albany, Vt. and Canada:** | | | | |
| 1st Mortgage | 500,000 | 7 | 1867 | ---- |
| **Albany and West Stockbridge:** | | | | |
| Albany City (S. F.) | 1,000,000 | 6 | '66-'76 | ---- |
| **Androscoggin and Kennebec:** | | | | |
| 1st Mortgage (Coupon) '60-'64 | 1,000,000 | 6 | '62-'64 | ---- |
| Stock, convert. (Coupon) | 710,000 | 6 | '63-'66 | ---- |
| **Atlantic and St. Lawrence:** | | | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | 1866 | ---- |
| Sterling Bonds (Coupon) | 484,000 | 6 | 1878 | ---- |
| City of Portland Loan (Coup.) | 1,500,000 | 6 | '68-'70 | ---- |
| **Baltimore and Ohio:** | | | | |
| Maryland Sterling | 3,000,000 | 5 | ------ | ---- |
| Mortgage Coupon | 2,500,000 | 6 | 1885 | 81 |
| " " | 700,000 | 6 | 1880 | 88 |
| " " | 1,128,500 | 6 | 1875 | 88 |
| " " | 1,000,000 | 6 | 1867 | ---- |
| Balt. City Loan | 5,000,000 | 6 | ------ | ---- |
| **Bellefontaine and Indiana:** | | | | |
| 1st Mortgage convertible | 791,000 | 7 | 1866 | 55 |
| 2d Mortgage | 140,000 | 7 | 1870 | ---- |
| Real Estate (1861, '63, '68) | 129,000 | 7 | var. | ---- |
| Income (S. F.) | 199,500 | 7 | 1859 | ---- |
| **Belvidere Delaware:** | | | | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | 1877 | ---- |
| 2d Mortgage | 445,500 | 6 | ------ | ---- |
| Camd. and Amb. R.R. Co. | 244,000 | 6 | ------ | ---- |
| **Black River and Utica:** | | | | |
| 1st Mortgage | 370,000 | 7 | 1869 | ---- |
| **Boston, Concord and Montreal:** | | | | |
| 1st Mortgage | 200,000 | 6 | 1870 | ---- |
| 2d Mortgage | 300,000 | 7 | 1870 | ---- |
| 3d Mortgage Coupons | 150,000 | 6 | ------ | ---- |
| 4th Mortgage Coupons | 200,000 | 7 | ------ | ---- |
| Sinking Fund | 200,000 | 6 | ------ | ---- |
| **Boston and Lowell:** | | | | |
| Mortgage | 440,000 | 6 | 1873 | ---- |
| **Boston and Worcester:** | | | | |
| Mortgage (plain) | 100,000 | 6 | 1860 | ---- |
| Mortgage (convertible) | 500,000 | 6 | 1860 | ---- |
| **Buffalo and State Line:** | | | | |
| 1st Mortgage | 500,000 | 7 | 1866 | 90 |
| Income (½ in '59, ⅛ in '62) | 200,000 | 7 | var. | ---- |
| Unsecured | 200,000 | 7 | 1864 | ---- |
| Erie and North-East | 149,000 | 7 | ------ | ---- |
| **Burlington and Missouri:** | | | | |
| 1st Mort. on 1st Division | 590,000 | --- | ------ | ---- |
| Burlington Loan | 75,000 | --- | ------ | ---- |
| **Cairo and Fulton (Mo.):** | | | | |
| State (Mo.) Loan | 650,000 | 6 | '78-'79 | ---- |
| **Camden and Amboy:** | | | | |
| Mortgage | 367,000 | 6 | 1864 | ---- |
| Mort. (chgd from Sterl'g) | 888,000 | 5 | 1864 | ---- |
| Mortgage | 800,000 | 6 | 1849 | ---- |
| Mortgage | 1,700,000 | 6 | 1875 | 87½ |
| Sterling (£210,000) | 1,008,000 | 5 | 1864 | ---- |
| Sterling (£225,000) | 1,080,000 | 6 | 1864 | ---- |
| New Loan (iss'd $337,000)** | 2,500,000 | 6 | 1887 | ---- |
| Unsecured | 800,000 | 6 | 1863 | ---- |
| ***Catawissa, Williamsp. and Erie:** | | | | |
| 1st Mortgage | 1,500,000 | 7 | 1865 | 32 |
| 2d Mortgage | 399,036 | 7 | 1886 | ---- |
| Chattel Mortgage | 380,000 | 10 | 1871 | ---- |
| **Cayuga and Susquehanna:** | | | | |
| 1st Mortgage | 300,000 | 7 | 1865 | ---- |
| Unsecured | 89,000 | 7 | 1862 | ---- |
| **Central of Georgia:** | | | | |
| Mortgage | 106,267 | 7 | 1863 | ---- |
| **Central of New Jersey:** | | | | |
| 1st Mortgage | 1,500,000 | 7 | var. | ---- |
| 2d Mortgage | 1,500,000 | 7 | 1875 | ---- |
| Income | 375,000 | 7 | var. | ---- |
| ***Central Ohio:** | | | | |
| 1st Mortgage | 450,000 | 7 | 1861 | 35 |
| 1st Mortgage | 800,000 | 7 | 1864 | 35 |
| 2d Mortgage | 800,000 | 7 | 1865 | ---- |
| 3d Mortgage (S. F.) | 950,000 | 7 | 1885 | ---- |
| 4th Mortgage (S. F.) | 1,365,800 | 7 | 1876 | ---- |
| Income (1858, '59 and '60) | 1,172,200 | 7 | var. | ---- |
| Income (iss. to Muskingum Co. | 100,000 | 7 | 1862 | ---- |
| **Charleston and Savannah:** | | | | |
| 1st Mortgage (endorsed) | 510,000 | 6 | ------ | ---- |
| 2d Mortgage | 1,000,000 | 7 | ------ | ---- |
| **Cheshire:** | | | | |
| Mort. (1860, '63, '75 and '77) | 786,400 | 7 | var. | ---- |
| **Chicago, Burlington & Quincy:** | | | | |
| Consolidated 1st Mort. | 1,660,000 | 8 | 1883 | ---- |
| Chic. and Aur. 1st Mort. | 405,000 | 7 | 1867 | ---- |
| Ch. and Aur. 2d M. (S.F.) | 303,000 | 7 | 1869 | ---- |
| Cent. Mil. Tr. 1st Mort. | 400,000 | 7 | 1864 | ---- |
| Cent. M. T. 2d M. (Conv.) | 281,000 | 8 | 1868 | ---- |
| **Chicago, Alton and St. Louis:** | | | | |
| 1st Mortgage | ------ | † | ------ | ---- |
| 2d Mortgage | ------ | † | ------ | ---- |
| 3d Mortgage | ------ | † | ------ | ---- |

| Description. | Amount. | Interest. | Due. | Price. |
|---|---|---|---|---|
| **Chicago and Milwaukee:** | | | | |
| 1st Mortgage (convertible) | $512,000 | --- | ------ | ---- |
| Income | 62,000 | --- | ------ | ---- |
| Real Estate 2d Mortgage | 188,864 | --- | 1868 | ---- |
| **Chicago and Rock Island:** | | | | |
| 1st Mortgage | 1,397,000 | 7 | 1870 | 91½ |
| **Chic., St. Paul and Fond du Lac:** | | | | |
| 1st Mortgage (on 1st Division) | 3,000,000 | †7 | ------ | ---- |
| 2d Mortgage (1st Land Grant) | 3,000,000 | †8 | ------ | ---- |
| Real Estate | 350,000 | †8 | ------ | ---- |
| **Cincinn., Hamilton and Dayton:** | | | | |
| 1st Mortgage | 461,000 | --- | 1867 | 92 |
| 2d Mortgage | 950,000 | --- | 1880 | 84 |
| ***Cincinn., Wilm. and Zanesville:** | | | | |
| 1st Mortgage | 1,300,000 | --- | ------ | ---- |
| 2d Mortgage | 574,000 | --- | ------ | ---- |
| 3d Mortgage | 158,000 | --- | ------ | ---- |
| Income | 250,500 | --- | ------ | ---- |
| Tunnel Right | 1,000,000 | --- | ------ | ---- |
| **Cleveland and Mahoning:** | | | | |
| 1st Mortgage | 694,500 | --- | ------ | ---- |
| 2d Mortgage | 469,000 | --- | ------ | ---- |
| 3d Mortgage | 38,800 | --- | ------ | ---- |
| **Clev., Painesville and Ashtabula:** | | | | |
| 1st Mortgage | 564,000 | 7 | 1861 | 98 |
| 2d Mortgage | 303,000 | 7 | 1862 | ---- |
| Special (Sunbury and Erie) | 500,000 | 7 | 1874 | ---- |
| Convertible Scrip | 300,000 | 7 | 1880 | ---- |
| **Cleveland and Pittsburg:** | | | | |
| 1st Mortgage (Main Line) | 800,000 | 7 | 1860 | 67 |
| 2d Mort. (M. L.) or 1st Extension | 1,188,000 | 7 | 1873 | 60 |
| 3d Mort. (M. L.) or 2d Extension | 1,165,000 | 7 | 1875 | ---- |
| 4th Mort. (M.L.) or 3d Extension | 1,154,000 | --- | ------ | ---- |
| Income | 118,000 | --- | ------ | ---- |
| Dividend Bonds and Scrip | 491,825 | --- | ------ | ---- |
| **Cleveland and Toledo:** | | | | |
| Junction 1st Mortgage 1st Div. | 377,000 | 7 | 1867 | ---- |
| Junction 1st Mortgage 2d Div. | 305,000 | 7 | 1872 | 56 |
| Junction 2d Mortgage | 324,000 | 7 | 1862 | ---- |
| Tol., Nor. and Clev. 1st Mort. | 522,000 | 7 | 1863 | 72½ |
| Tol., Nor. and Clev. 2d Mort. | 299,600 | 7 | 1863 | 72½ |
| Junction Income | 61,500 | 7 | 1862 | ---- |
| C. and T. Income | 192,950 | 7 | 1863 | 62½ |
| C. and T. Income (convertible) | 409,900 | 7 | 1864 | ---- |
| C. and T. Income (convertible) | 373,000 | 7 | 1864 | ---- |
| C. and T. Dividend (convert.) | 199,735 | 7 | 1865 | ---- |
| C. and T. Income (convertible) | 129,000 | 7 | 1870 | ---- |
| C. and T. (S. F.) Mortgage | 640,000 | 7 | 1885 | 69 |
| Junction (Lloyd's) | 5,000 | 7 | 1862 | ---- |
| ***Cleveland, Zanesville and Cin.:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ***Columbus, Piqua and Indiana:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Columbus and Xenia:** | | | | |
| 1st Mortgage | 18,000 | --- | 1859 | ---- |
| Dividend (due 1860, '61, '62, '66) | 272,700 | --- | var. | ---- |
| **Connecticut River:** | | | | |
| Mortgage (due 1862, '63, '78) | 253,000 | 6 | var. | ---- |
| **Connectic't and Passump. Rivers:** | | | | |
| 1st Mortgage | 800,000 | --- | ------ | ---- |
| **Cumberland Valley:** | | | | |
| 1st Mortgage | 116,500 | --- | ------ | ---- |
| 2d Mortgage | 97,000 | --- | ------ | ---- |
| **Dauphin and Susquehanna:** | | | | |
| ------ | ------ | † | ------ | ---- |
| ------ | ------ | † | ------ | ---- |
| **Dayton and Michigan:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Dayton and Western:** | | | | |
| 1st Mortgage | 300,000 | --- | ------ | ---- |
| 2d Mortgage | ------ | --- | ------ | ---- |
| **Delaware:** | | | | |
| 1st Mortgage | 500,000 | --- | ------ | ---- |
| Guarantied | 65,000 | --- | ------ | ---- |
| State Loan | 170,000 | --- | ------ | ---- |
| **Delaware, Lackawanna and W'n:** | | | | |
| 1st Mortgage | 900,000 | --- | 1871 | ---- |
| 1st Mortgage (E. Extension) | 1,500,000 | --- | 1875 | 98½ |
| 2d Mortgage | 2,600,000 | --- | 1891 | 95 |
| Income (due 1862, '65 and '67) | 1,263,170 | --- | var. | 87½ |
| **Detroit and Milwaukee:** | | | | |
| 1st Mortgage (convertible) | 2,500,000 | 7 | 1875 | ---- |
| 2d Mortgage (convertible) | 1,000,000 | 8 | 1866 | ---- |
| 3d Mortgage (convertible) | 750,000 | 10 | 1863 | ---- |
| 4th Mortgage (G. W. R. R.) | 500,000 | 8 | ------ | ---- |
| **Dubuque and Pacific:** | | | | |
| New Construction | 800,000 | † | ------ | ---- |
| **Dubuque Western:** | | | | |
| 1st Mortgage | 344,000 | † | ------ | ---- |
| **Eastern (Mass.):** | | | | |
| Income (due $75,000 annually) | 525,000 | 6 | var. | ---- |
| 2d Mortgage (convertible) | 710,000 | 5 | 1862 | ---- |
| 3d Mortgage (convertible) | 445,000 | 6 | 1874 | 98 |
| 1st M. (State) $75,000 a y'r after '65 | 500,000 | 5 | var. | ---- |
| **East Tennessee and Georgia:** | | | | |
| State, 1st Mortgage | 970,000 | --- | ------ | ---- |
| Endorsed by State of Tennessee | 150,000 | --- | ------ | ---- |
| Mortgage (ordinary) | 790,688 | --- | ------ | ---- |
| **East Tennessee and Virginia:** | | | | |
| State, 1st Lien | 1,602,000 | --- | ------ | ---- |
| Endorsed by State of Tennessee | 200,000 | --- | ------ | ---- |
| 1st Mortgage (after State) | 100,000 | --- | ------ | ---- |
| Redeemable in Stock | 60,950 | --- | ------ | ---- |

| Description. | Amount. | Interest. | Due. | Price. |
|---|---|---|---|---|
| **Eaton and Hamilton:** | | | | |
| 1st Mortgage | $757,734 | † | var. | ---- |
| **Erie and North-East:** | | | | |
| Exchanged for Buff. and St. L. | 149,000 | --- | ------ | ---- |
| **Evansville and Crawfordsville:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Florida:—** | | | | |
| Internal Improvement (State) | 1,655,000 | 7 | 1891 | ---- |
| Free Land, 2d Mortgage | 1,500,000 | 8 | 1891 | ---- |
| **Florida and Alabama:** | | | | |
| Internal Improvement (State) | ------ | 7 | 1791 | ---- |
| Free Land, 2d Mortgage | ------ | 8 | 1791 | ---- |
| **Florida, Atlantic and Gulf Centr.:** | | | | |
| Internal Improvement (State) | 300,000 | 7 | 1791 | ---- |
| Free Land, 2d Mortgage | 200,000 | 8 | 1791 | ---- |
| **Fox River Valley:** | | | | |
| 1st Mortgage | 400,000 | † | ------ | ---- |
| 2d Mortgage | 180,000 | --- | ------ | ---- |
| **Galena and Chicago Union:** | | | | |
| Litchfield | 52,015 | 7 | 1859 | ---- |
| 1st Mortgage (S. F.) | 1,993,000 | 7 | '62-'63 | 92 |
| 2d Mortgage (S. F.) | 1,738,000 | 7 | 1875 | 90 |
| **Galvest'n, Houst. and Henders'n:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| ***Great Western, Ill.:** | | | | |
| 1st Mortgage (W. Div. 100 m.) | 1,000,000 | 10 | ------ | ---- |
| 1st M. (E.D. 84 m.), 2d M. (W.D.) | 1,350,000 | 7 | ------ | ---- |
| Old Sang. and Morg. Railroad | 41,000 | --- | ------ | ---- |
| 2d Mortgage | 323,000 | --- | ------ | ---- |
| Chattel (Equipment) Mortgage | 374,426 | --- | ------ | ---- |
| **Greenville and Columbia:** | | | | |
| 1st Mortgage, Coupon | 1,145,000 | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Hannibal and St. Joseph:** | | | | |
| Missouri State Loan (1st Lien) | 3,000,000 | 6 | 20&30 | ---- |
| Land Security | 5,000,000 | 7 | ------ | 59½ |
| 2d Mortgage (convertible) | 757,000 | 7 | ------ | ---- |
| Plain | 11,000 | 7 | ------ | ---- |
| **Harrisburg and Lancaster:** | | | | |
| New Dollar Bonds | 459,872 | 6 | 1883 | 93½ |
| **Hartford and New Haven:** | | | | |
| 1st Mortgage | 1,000,000 | 6 | 1873 | 97 |
| **Hartf'd, Providence and Fishkill:** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Houston and Texas Central:** | | | | |
| State (1st Lien) Loan | 210,000 | --- | ------ | ---- |
| Mortgage | 125,000 | 7 | 1866 | ---- |
| **Hudson River:** | | | | |
| 1st Mortgage | 4,000,000 | 7 | '69-'70 | 102½ |
| 2d Mortgage | 1,980,000 | 7 | 1860 | 93½ |
| 3d Mortgage | 1,840,000 | 7 | 1875 | 82 |
| Convertible | 1,002,000 | 7 | 1877 | 77 |
| **Illinois Central:** | | | | |
| Optional Right Scrip | 65,000 | 7 | 1868 | 60½ |
| Construction | 12,885,000 | 7 | 1875 | 88½ |
| Construction | 4,115,000 | 6 | 1875 | 88½ |
| Free Land | 3,000,000 | 7 | 1860 | 98½ |
| **Indiana Central:** | | | | |
| 1st Mortgage (convertible) | 600,000 | 7 | 1866 | ---- |
| 2d Mortgage | 284,500 | 10 | ------ | ---- |
| Income | 281,500 | 10 | ------ | ---- |
| **Indianapolis and Cincinnati:** | | | | |
| 1st Mortgage | 500,000 | 7 | 1866 | ---- |
| 2d Mortgage | 400,000 | 7 | ------ | 75 |
| Real Estate Mortgage | 200,000 | 7 | 1858 | ---- |
| Dividend | 86,284 | 7 | ------ | ---- |
| Income and Domestic | 176,000 | --- | var. | ---- |
| **Indianap., Pittsb. and Cleveland:** | | | | |
| 1st Mortgage | 656,000 | --- | ------ | ---- |
| 2d Mortgage | 167,000 | --- | ------ | ---- |
| Income | 166,000 | --- | ------ | ---- |
| Domestic | 34,200 | --- | ------ | ---- |
| **Jeffersonville:** | | | | |
| 1st Mortgage | 289,000 | --- | ------ | ---- |
| 2d Mortgage | 392,000 | --- | ------ | ---- |
| ***Kennebec and Portland:** | | | | |
| 1st Mortgage (City and Town) | 800,000 | 6 | 1870 | ---- |
| 2d Mortgage | 230,000 | 6† | 1861 | ---- |
| 3d Mortgage | 250,000 | 6† | 1862 | ---- |
| ***Kentucky Centr. (Cov. and Lex.):** | | | | |
| 1st Mortgage | 160,000 | 6 | ------ | ---- |
| 1st Mortgage | 260,000 | 7 | ------ | ---- |
| 2d Mortgage (convertible) | 1,000,000 | 7 | ------ | ---- |
| 3d Mortgage | 600,000 | 7 | ------ | ---- |
| Guarantied by Covington | 200,000 | 6 | ------ | ---- |
| Cincinnati (exchanged) | 100,000 | 6 | ------ | ---- |
| Income (issued 1854) | 400,000 | 10 | 1859 | ---- |
| Income (issued 1855) | 210,000 | 6 | 1860 | ---- |
| **Kent'ky Centr. (Lex. and Danv.):** | | | | |
| ------ | ------ | --- | ------ | ---- |
| ------ | ------ | --- | ------ | ---- |
| **Keokuk, Ft. D. Moines and Minn.:** | | | | |
| City of Keokuk, 20 years | 400,000 | 8† | ------ | ---- |
| City of Keokuk, (special tax) | 150,000 | 10† | ------ | ---- |
| Lee County, 20 years | 150,000 | 8 | ------ | ---- |
| **Keokuk, Mt. Pleas't and Muscat.:** | | | | |
| Lee County | 150,000 | 8 | ------ | ---- |
| City of Keokuk | 200,000 | 8 | ------ | ---- |
| Henry and Louisa Company's | 50,000 | 8 | ------ | ---- |
| **Lehigh Valley:** | | | | |
| 1st Mortgage | 1,500,000 | 6 | ------ | ---- |

# AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Due. | Price. |
|---|---|---|---|---|
| La Crosse and Milwaukee: | | | | |
| 1st Mortgage (Eastern Div.) | $903,000 | † | | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | † | | |
| 1st Land Grant (Western Div.) | 4,000,000 | † | | |
| 2d Land Grant (Western Div.) | 353,600 | † | | 9 |
| 3d Mortgage (whole road) | 1,700,000 | † | | |
| Farm Mortgage | 1,087,700 | † | | |
| Unsecured Bonds | 1,785,000 | † | | |
| Lexington and Frankfort: | | | | |
| Mortgage, due 1864, '69 and '74 | 130,000 | 6 | | |
| Little Miami: | | | | |
| Cincinnati Loan | 100,000 | | | |
| 1st Mortgage | 138,000 | 6 | | 85 |
| 2d Mortgage | 7,000 | 6 | | |
| 3d Mortgage | 981,000 | 6 | | |
| Long Island: | | | | |
| State Loan [S. F.] | 100,000 | 5 | 1876 | |
| 1st Mortgage | 500,000 | 6 | 1870 | |
| Louisville and Frankfort: | | | | |
| Louisville Loan | 174,000 | | | |
| 1st Mortgage | 248,000 | | | |
| Louisville and Nashville: | | | | |
| State [Tenn.], 1st Lien | 300,000 | 6 | | |
| 1st Mortgage | 2,000,000 | | | |
| McMinnville and Manchester: | | | | |
| State [Tenn.] | 372,000 | 6 | | |
| Mortgage | 24,000 | 7 | | |
| Mortgage | 10,000 | 6 | | |
| Madison and Indianapolis: | | | | |
| State [Ind.] Loan | | | | |
| Mortgage | | | | |
| *Marietta and Cincinnati: | | | | |
| 1st Mortgage [convertible] | 2,500,000 | 7† | 1868 | |
| 2d Mortgage | 2,000,000 | 7† | | |
| 3d Mortgage | 1,500,000 | 7† | | |
| Sterling Income | 333,000 | 4 | | |
| Domestic | 928,617 | | '59–'62 | |
| Memphis and Charleston: | | | | |
| State [Tenn.] Loan | 1,100,000 | 6 | | |
| 1st Mortgage | 1,600,000 | 7 | 1880 | |
| Memphis, Clarkesv. and Louisv.: | | | | |
| State [Tenn.] Loan | 910,000 | 6 | | |
| Memphis and Ohio: | | | | |
| State [Tenn.] Loan | 1,340,000 | 6 | | |
| Michigan Central: | | | | |
| 1st Mortgage Sterling | 467,489 | 6 | | |
| 1st Mortgage (convertible) | 500,000 | 8 | | 96 |
| Unconvertible | 258,000 | 8 | | |
| 1st Mortgage (convert.) Dollar | 3,831,000 | 8 | | |
| 1st Mortgage (S. F.), convertible | 3,087,000 | 8 | | 96 |
| Mich. Southern and N'n Indiana: | | | | |
| Michigan Southern | 993,000 | †7 | 1857 | 75 |
| Northern Indiana | 985,000 | †7 | 1861 | |
| Erie and Kalamazoo | 300,000 | † | 1862 | |
| Michigan Southern | 259,000 | † | 1863 | |
| Northern Indiana | 299,000 | † | 1863 | |
| Jackson Branch | 203,000 | † | 1865 | |
| Goshen Air Line | 1,335,000 | † | 1868 | |
| Detroit and Toledo | 336,000 | † | 1876 | |
| General Mortgage (S. F.) | 2,468,000 | † | 1885 | |
| 2d Mortgage | 2,175,000 | † | 1877 | 38½ |
| *Milwaukee and Beloit: | | | | |
| 1st Mortgage | 630,000 | 8 | | |
| Milwaukee and Chicago: | | | | |
| 1st Mortgage | 400,000 | 8 | | |
| 2d Mortgage | 200,000 | 7 | | |
| *Milwaukee and Horicon: | | | | |
| 1st Mortgage | 420,000 | 8 | | |
| 2d Mortgage | 600,000 | 8 | | |
| Farm Mortgage | 150,000 | 10 | | |
| Milwaukee and Mississippi: | | | | |
| 1st Mortgage (convertible) | 74,000 | 10† | 1861 | |
| 1st Mortgage (convertible) | 526,000 | 8† | 1862 | |
| 1st Mortgage (convertible) | 650,000 | 8† | 1863 | |
| 1st Mortgage (convertible) | 1,250,000 | 8† | 1877 | |
| South-West Branch | 350,000 | 8† | 1866 | |
| 2d Mortgage | 600,000 | 10† | 1862 | 30 |
| Construction | 500,000 | 7† | 1859 | |
| 3d Mortgage | 500,000 | 8† | 1862 | |
| Mississippi Central: | | | | |
| 1st Mortgage | 1,007,363 | 7 | | |
| Income | 91,200 | 10 | | |
| Tennessee State | 45,000 | 6 | | |
| Mississippi Central and Tenn.: | | | | |
| State (Tenn.) Loan | 529,000 | 6 | | |
| Income | 95,500 | | | |
| Mississippi and Missouri: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7 | | |
| 2d Mortgage (S. F.) | 400,000 | 8 | | |
| Oskaloosa Division | 1,425,000 | 7 | | |
| Land Grant | 7,000,000 | 7 | | |
| Mississippi and Tennessee: | | | | |
| Tennessee State Loan | 98,000 | 6 | 1885 | |
| Mississippi State Loan | 202,799 | 6 | | |
| 1st Mortgage | 171,000 | 7 | 1876 | |
| Mobile and Ohio: | | | | |
| City (Mobile) Tax Loan | 400,000 | 6 | | |
| Tennessee State Loan | 674,860 | 6 | | |
| Alabama State Loan | 389,410 | 6 | | |
| Income | 759,415 | 8 | 1861 | |
| Income | 854,723 | 8 | 1862 | |
| Income | 376,132 | 8 | 1865 | |
| Income | 18,700 | 8 | 1867 | |
| Sterling | 873,085 | 6 | 1868 | |
| Mississippi State Loan | 200,970 | 6 | | |
| Montgomery and West Point: | | | | |
| Alabama State Loan | $122,622 | | | |
| Mortgage (due 1860, '63 and '65) | 350,000 | 6 | var. | |
| Mortgage | 450,000 | 8 | 1866 | |
| Muscogee: | | | | |
| 1st Mortgage | 249,000 | 7 | | |
| Nashville and Chattanooga: | | | | |
| Mortgage (State endorsed) | 1,500,000 | | | |
| Chat. and Clev. Subsc. (endors.) | 150,000 | | | |
| Not endorsed | 24,000 | | | |
| *New Albany and Salem: | | | | |
| Crawfordsville | 175,000 | 7 | | |
| 1st Mortgage | 500,000 | 10 | | |
| 1st Mortgage | 2,235,000 | 6 | | |
| New Haven and Hartford: | | | | |
| | | | | |
| | | | | |
| N. Hav., N. Lond. and Ston'gton: | | | | |
| Mortgage | 450,000 | 7 | | |
| Mortgage | 200,000 | 6 | | |
| Extension | 100,000 | 10 | | |
| New Haven and Northampton: | | | | |
| 1st Mortgage | 500,000 | | 1869 | |
| New Jersey: | | | | |
| Company's (various) | 711,000 | | var. | 103 |
| New London, Willim. and Palmer: | | | | |
| 1st Mortgage | 500,000 | 7† | | |
| 2d Mortgage | 300,000 | 6† | | |
| Income (convertible) | 152,000 | 6† | | |
| New London City | 100,000 | 6† | | |
| N. Orl'ns, Jackson and Gt. North.: | | | | |
| State (Miss.) Loan | 155,000 | | | |
| 1st Mortgage | 3,000,000 | 8 | 1886 | |
| N. Orl'ns, Opelous. and Gt. West.: | | | | |
| Louisiana State Loan | 621,000 | | | |
| New Orleans City Loan | 1,500,000 | | | |
| 1st Mortgage (S. F.) | 2,000,000 | 8 | 1889 | |
| New York Central: | | | | |
| Albany Loan—Alb. and Sch'dy | 127,000 | 5 | 1864 | 101 |
| State Loan—Sch'dy and Troy | 100,000 | 6 | 1867 | |
| State Loan—Rochester and Syr. | 77,382 | 5½ | 1861 | |
| State Loan—Buffalo and Roch. | 55,300 | 5½ | 1865 | |
| State Loan—Roch., L. and N. F. | 298,000 | 7 | 1861 | |
| Stock Subscription | 785,000 | 6 | 1883 | 88 |
| Premium Consolidated Stock | 8,000,000 | 6 | 1883 | 86 |
| Real Estate | 221,000 | 6 | 1883 | |
| New Convertible | 3,000,000 | 7 | 1864 | 102½ |
| *New York and Erie: | | | | |
| 1st Mortgage | 3,000,000 | 7 | 1867 | 98 |
| 2d Mortgage | 4,000,000 | 7 | 1859 | 95 |
| 3d Mortgage (convertible) | 6,000,000 | 7 | 1871 | 77 |
| 4th Mortgage (convertible) | 3,729,000 | 7 | 1880 | 58 |
| 5th Mortgage | 1,277,000 | 7 | 1883 | 75 |
| Unsecured (convertible) | 2,618,000 | 7 | 1871 | 29 |
| Unsecured (convertible) | 2,443,000 | 7 | 1862 | 29 |
| Sinking Fund | 2,193,000 | 7 | 1875 | 29 |
| New York and Harlem: | | | | |
| 1st Mortgage | 3,000,000 | 7 | 1873 | 97 |
| 2d Mortgage | 1,000,000 | 7 | 1864 | 94 |
| 3d Mortgage | 1,000,000 | 7 | 1867 | 73 |
| New York and New Haven: | | | | |
| 1st Mortgage | 311,000 | 7 | 1860 | |
| 1st Mortgage | 964,000 | 6 | 1866 | 96 |
| 1st Mortgage | 930,000 | 6 | 1875 | |
| N. York, Providence and Boston: | | | | |
| 1st Mortgage | 331,000 | 6 | | |
| North Carolina: | | | | |
| State Loan | 2,000,000 | 6 | | |
| State Loan | 1,000,000 | 6 | | |
| North-Eastern (S. C.): | | | | |
| 1st Mortgage | 700,000 | | | |
| 2d Mortgage | 224,500 | | | |
| Real Estate | 35,910 | | | |
| Northern Central: | | | | |
| Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | 1866 | |
| Md. State Loan (B. and Susq.) | 150,000 | 6 | | |
| York and Cumberland 1st Mort. | 175,000 | 6 | 1870 | |
| York and Cumberland 2d Mort. | 25,000 | 6 | 1871 | |
| York and C. guar. by Baltimore | 500,000 | 6 | 1877 | |
| N. C. Contract | 292,300 | 6 | 1875 | |
| Construction | 1,903,500 | 6 | 1885 | |
| Northern (Ogdensburg): | | | | |
| 1st Mortgage | 1,500,000 | 7† | 1859 | |
| 2d Mortgage | 3,077,000 | 7† | 1861 | |
| North Missouri: | | | | |
| State Loan | 2,000,000 | 6 | | |
| State Loan | 2,000,000 | 6 | | |
| State Loan | 350,000 | 6 | | |
| North Pennsylvania: | | | | |
| Mortgage | 2,500,000 | | | 68 |
| Chattel Mortgage | 214,500 | 10 | | |
| Northern (N. H.): | | | | |
| Mortgage (due 1860, '64 and '74) | 219,500 | | var. | |
| Norwich and Worcester: | | | | |
| Mass. State Loan | 400,000 | 6 | 1877 | |
| Mortgage | 205,800 | 6 | 1860 | |
| Mortgage | 16,000 | 7 | 1860 | |
| Dividend Scrip and Bonds | 102,230 | 6 | var. | |
| Ohio and Mississippi (O. and Ind.): | | | | |
| 1st Mortgage | 2,193,500 | † | 1858 | |
| 2d Mortgage | 316,995 | † | | |
| Construction | 4,637,920 | † | 1858 | |
| Income | 3,591,185 | † | 1858 | |
| Ohio and Mississippi (Ill.): | | | | |
| | | | | |
| Orange and Alexandria: | | | | |
| State Loan | $400,000 | | | |
| 1st Mortgage | 1,055,500 | 6 | | 79 |
| 2d Mortgage | 461,378 | 8 | | |
| Pacific (Mo.): | | | | |
| State (Mo.) Loan | 7,000,000 | 6 | | |
| State Loan (S. W. Branch) | 2,800,000 | 6 | | |
| Construction | 4,500,000 | 6 | | |
| Panama: | | | | |
| 1st Mortgage Sterling | 1,250,000 | 7 | 1865 | 100 |
| 2d Mortgage Sterling | 1,150,000 | 7 | 1872 | |
| Convertible | 27,000 | 7 | | |
| Pennsylvania: | | | | |
| 1st Mortgage (convertible) | 4,905,000 | 6 | 1888 | 100 |
| 2d Mortgage | 1,928,000 | 6 | 1875 | |
| 2d Mortgage Sterling | 1,539,840 | 6 | 1875 | |
| State Works Bonds | 7,400,000 | 5 | | |
| Pennsylvania Coal Company: | | | | |
| 1st Mortgage | 600,000 | 7 | | |
| Penobscot and Kennebec: | | | | |
| Bangor City 1st Mortg. (Coupon) | 800,000 | 6 | 1874 | |
| 2d Mortgage (Coupon) | 250,200 | 6 | 1876 | |
| 3d Mortgage (Coupon) | 156,600 | 6 | 1871 | |
| Pensacola and Georgia: | | | | |
| State Internal Improvement | | 7 | 35 y's | |
| Free Land | | | | |
| Peoria and Oquawka: | | | | |
| | | † | | |
| Peru and Indianapolis: | | | | |
| | | † | | |
| Petersburg: | | | | |
| Mortgage (due 1863 to 1872) | 103,000 | 7 | var. | |
| Petersb'g and Lynchb'g (S. Side): | | | | |
| State (Va.) Loan (S. F.) | 800,000 | 7 | | |
| 1st Mortgage (1859-'70-'75) | 365,000 | 6 | var. | |
| 3d Mortgage (1862-'70-'72) | 378,000 | 6 | var. | |
| Special Mortgage (1865-'68) | 175,000 | 6 | var. | |
| Last Mortgage (1861 to 1869) | 133,500 | 8 | var. | |
| Phila., Germant'n and Norrist'n: | | | | |
| Consolidated Loan | 274,800 | | | |
| Loan of 1842 | 100,000 | | | |
| Philadelphia and Reading: | | | | |
| Mortgage | 705,000 | 5 | 1860 | 99½ |
| Mortgage | 1,572,800 | 6 | 1860 | 99½ |
| Mortgage (convertible) | 886,000 | 6 | 1860 | 99½ |
| Mortgage (convertible) | 134,000 | 6 | 1860 | |
| Mortgage | 3,209,600 | 6 | 1870 | 80 |
| Mortgage (convertible) | 3,586,500 | 6 | 1886 | 73 |
| Lebanon Valley R. R. (convert.) | 1,500,000 | 7 | 1886 | 67½ |
| Real Estate Mortgage | 616,450 | | var. | |
| Phila., Wilmington and Baltimore: | | | | |
| Mortgage Loan | 688,929 | 6 | 1860 | |
| Mortgage Loan | 1,696,500 | 6 | 1884 | |
| Improvement | 119,000 | 6 | 1863 | |
| Pittsburg and Connellsville: | | | | |
| Pittsburg Loan | 500,000 | | | |
| Alleghany Co. Loan | 750,000 | | | |
| Connellsville Loan | 100,000 | | | |
| Mc'Keesport Loan | 100,000 | | | |
| Baltimore Loan | 1,000,000 | | | |
| Cumberland Loan | 200,000 | | | |
| *Pittsb'g, Ft. Wayne and Chicago: | | | | |
| 1st Mortgage (O. and P.) | 1,000,000 | | 1865 | |
| 2d Mortgage (O. and P.) | 750,000 | | 1866 | |
| Income (O. and P.) | 1,991,000 | | 1873 | 45 |
| Bridge (O. and P.) | 199,500 | | | |
| 1st Mortgage (O. and I.) | 1,000,000 | | 1872 | |
| 2d Mortgage (O. and I.) | 380,000 | | 1873 | |
| 1st Mortgage (F. W. and Chic.) | 1,250,000 | | 1873 | |
| Real Estate (F. W. and Chic.) | 498,000 | | 1874 | |
| Mortgage, Consolidated Comp'y | 1,229,000 | | 1887 | |
| Pittsburg and Steubenville: | | | | |
| Mortgage | 800,000 | † | 1865 | |
| Platte County: | | | | |
| State (Mo.) Loan | 300,000 | 6 | 1879 | |
| Potsdam and Watertown: | | | | |
| 1st Mortgage | 800,000 | 7† | '64–'74 | |
| Quincy and Chicago: | | | | |
| 1st Mortgage | 1,200,000 | | 1873 | |
| Racine and Mississippi: | | | | |
| 1st Mortgage (Eastern Division) | 680,000 | † | | |
| 1st Mortgage (West'rn Division) | 757,000 | † | | |
| Raleigh and Gaston: | | | | |
| Coupon | 100,000 | | 1862 | |
| Rensselaer and Saratoga: | | | | |
| 1st Mortgage | | 7 | 1863 | |
| Richmond and Danville: | | | | |
| State (Va.) Loan | 600,000 | | | |
| Guarantied by State | 200,000 | | 1875 | 90 |
| Mortgage (Coupon) | 250,000 | | 1859 | |
| Registered | 150,000 | | 1860 | |
| Richmond, Fred. and Potomac: | | | | |
| Sterling (£67,000) | 324,000 | | 1860 | |
| Convertible | 54,500 | | 1875 | |
| Dividend Certificates | 35,800 | | 1857 | |
| Dividend Certificates | 265,800 | | 1869 | |
| Richmond and Petersburg: | | | | |
| Coupon | 159,000 | | 1875 | |
| *Rutland and Burlington: | | | | |
| 1st Mortgage | 1,800,000 | | | |
| 2d Mortgage | 913,500 | | | |
| 3d Mortgage | 426,400 | | | |
| Sacramento Valley: | | | | |
| 1st Mortgage | 400,000 | | | |
| 2d Mortgage | 856,000 | | | |

## AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

| Description. | Amount. | Interest. | Due. | Price. |
|---|---|---|---|---|
| Sandusky, Dayton and Cincinnati: | | | | |
| Mortgage | 182,000 | 10 | 1856 | ---- |
| Mortgage | 997,000 | 7 | 1866 | ---- |
| Mortgage | 1,000,000 | 7 | 1875 | ---- |
| Dividend | 224,000 | 6 | '60-'62 | ---- |
| Sand'sky, Mansfield and N'wark: | | | | |
| 1st Mortgage | 1,290,000 | † | ------ | ---- |
| Saratoga and Whitehall: | | | | |
| 1st Mortgage | 250,000 | 7† | 1858 | ---- |
| 1st Mortgage (R. and W. Br.) | 100,000 | 7† | 1856 | ---- |
| Unsecured | 45,000 | 7† | 1858 | ---- |
| Seaboard and Roanoke: | | | | |
| 1st Mortgage | 300,000 | --- | 1860 | ---- |
| 3d Mortgage | 75,000 | --- | 1870 | ---- |
| 4th Mortgage | 60,000 | --- | 1856 | ---- |
| South Carolina: | | | | |
| State Loan | 200,000 | 5 | 1868 | ---- |
| Sterling | 183,333 | 6 | 1863 | ---- |
| Sterling | 2,000,000 | 5 | 1866 | ---- |
| Auditor's | 246,500 | 7 | ------ | ---- |
| Southern Mississippi: | | | | |
| 1st Mortgage | 500,000 | --- | ------ | ---- |
| South-Western (Ga.): | | | | |
| 1st Mortgage | 631,000 | --- | 1875 | ---- |
| *Springfield, Mt. Vern. and Pittsb.: | | | | |
| 1st Mortgage | 500,000 | --- | ------ | ---- |
| 2d Mortgage | 450,000 | --- | ------ | ---- |
| *Steubenv. and Ind. (P. C. and C.): | | | | |
| 1st Mortgage | 1,500,000 | --- | ------ | ---- |
| 2d Mortgage | 900,000 | --- | ------ | ---- |
| *St. Louis, Alton and Chicago: | | | | |
| 1st Mortgage | 2,000,000 | 7† | ------ | ---- |
| 2d Mortgage | 1,535,000 | 7† | ------ | ---- |
| 3d Mortgage (Income) | 1,000,000 | 10† | ------ | ---- |
| St. Louis and Iron Mountain: | | | | |
| State (Mo.) Aid | 2,501,000 | --- | ------ | ---- |
| St. Louis City Subscription | 500,000 | --- | ------ | ---- |
| St. Louis County Subscription | 1,000,000 | --- | ------ | ---- |
| Carondelet Subscription | 50,000 | --- | ------ | ---- |
| Sunbury and Erie | | | | |
| Mortgage | 1,000,000 | 7 | ------ | ---- |
| Mortgage | 7,000,000 | 5 | ------ | ---- |
| Syracuse, Binghamton and N. Y.: | | | | |
| ---- | ---------- | --- | ------ | 65½ |
| Terre Haute, Alton and St. Louis: | | | | |
| 1st Mortgage (convertible) | 1,000,000 | 7† | '62-'72 | 50 |
| 2d Mortgage (convertible) | 2,000,000 | 7† | '68-'70 | 36 |
| 1st Mortgage (Bel. and Ill.) | 517,000 | 7† | 1873 | ---- |
| 2d Mortgage (Bel. and Ill.) | 494,000 | 7† | 1869 | ---- |
| 3d Mortgage (Bel. and Ill.) | 503,000 | 10† | 1874 | ---- |
| Tennessee and Alabama: | | | | |
| State (Tenn.) Loan | 814,000 | --- | ------ | ---- |
| Mortgage | 46,000 | --- | ------ | ---- |
| Terre Haute and Richmond: | | | | |
| 1st Mortgage (convertible | 230,000 | 7 | 1866 | ---- |
| Toledo, Wabash and Western: | | | | |
| 1st M. (L. Er., Wab. and St. Louis) | 2,500,000 | 7† | 1865 | ---- |
| 2d M. (L. Er., Wab. and St. Louis) | 1,000,000 | 7† | 1869 | ---- |
| 3d M. (L. Er., Wab. and St. Louis) | 1,200,000 | 7† | 1891 | ---- |
| Real Estate (L. Er., W. and St. L.) | 300,000 | 7† | 1861 | ---- |
| 1st Mortgage (Toledo and Ill.) | 900,000 | 7† | 1865 | ---- |
| 2d Mortgage (Toledo and Ill.) | 800,000 | 7† | 1865 | ---- |
| 3d Mortgage (Toledo and Ill.) | 600,000 | 7† | 1865 | ---- |
| *Vermont Central: | | | | |
| 1st Mortgage | ---------- | --- | ------ | 18 |
| 2d Mortgage | ---------- | --- | ------ | ---- |
| Virginia Central: | | | | |
| Mort., guarantied by State of Va. | 100,000 | 6 | 1880 | 82½ |
| Mortgage | 206,000 | 6 | 1872 | ---- |
| Mortgage, (coupons) | 941,000 | 6 | 1884 | ---- |
| Dividend, due 1865, '66 and '75 | 238,346 | 6 | var. | ---- |
| Income (1859 to 1863) | 168,382 | 7 | var. | ---- |
| ---- | ---------- | --- | ------ | ---- |
| Virginia and Tennessee: | | | | |
| State (Va.) Loan | 1,000,000 | 6 | 1887 | ---- |
| 1st Mortgage | 500,000 | 6 | 1872 | 82½ |
| Fractional Mortgage | 23,500 | 6 | 1868 | 82½ |
| 2d or Enlarged | 1,000,000 | 6 | 1884 | 80 |
| Salt Works Br. Mort. due '58-'61 | 203,000 | 6 | var. | ---- |
| 3d Mortgage (Income) | 431,000 | 6 | 1865 | 79½ |
| Warren (N. J.): | | | | |
| 1st Mortgage | 568,500 | --- | 1875 | ---- |
| Watertown and Rome: | | | | |
| Mortgage (new bonds) | 800,000 | 7 | 1880 | ---- |
| Western (Mass.): | | | | |
| Sterling (£600,000) | 4,319,520 | 5 | '68-'71 | ---- |
| Albany City (Alb'y and W. S.) | 1,000,000 | 6 | '66-'76 | ---- |
| *Western Vermont: | | | | |
| 1st Mortgage | 700,000 | --- | 1861 | ---- |
| Williamsport and Elmira: | | | | |
| 1st Mortgage | 1,000,000 | 7 | 1890 | ---- |
| ---- | ---------- | --- | ------ | ---- |
| ---- | ---------- | --- | ------ | ---- |
| Wilmington and Manchester: | | | | |
| 1st Mortgage | 596,000 | --- | ------ | ---- |
| 2d Mortgage | 1,000,000 | --- | ------ | ---- |
| Income | 177,000 | --- | ------ | ---- |
| Wilmington and Weldon: | | | | |
| Mortgage, payable in England | 443,555 | --- | ------ | ---- |
| Sterling, issued in 1858 | 144,500 | --- | ------ | ---- |
| Company's, endorsed by State | 203,500 | --- | ------ | ---- |
| Winchester and Potomac: | | | | |
| Mortgage | 120,000 | 6 | 1867 | ---- |
| York and Cumberland: | | | | |
| 1st Mortgage | 393,000 | † | ------ | ---- |

**Railroad Reports.**

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.


# American Railroad Journal.

**Saturday, April 21, 1860.**


### Atlantic and Great Western Railroad.

There now seems to be little doubt that this long talked-of project is to be speedily accomplished—at least that portion of it between the Erie Railroad and Warren or Akron, Ohio. When either of these points is reached, connections will be formed of great importance to the proposed road, as well as to the Erie Railroad.

The state of affairs in reference to the Atlantic and Great Western, is substantially as follows: It has, by a recent act of the Legislature, become possessed of the Erie and New York City Railroad, the grading of which is completed from the Erie Railroad, at Great Valley, to Jamestown, something over 30 miles. For the purpose of finishing up this portion of the line, the Erie Railroad Company are now transporting the rails over its own road. From Jamestown only a small expenditure is necessary to extend the road to the boundary line of Pennsylvania. Within that State, we learn that the contractor has already one thousand men at work; the construction of this portion of the road is to be driven forward with all possible despatch. The parties building it have several thousand tons of rails in this city, or on the way to the line of the road. A large amount is also coming forward from England, sufficient with that already arrived to carry the road to Akron. They are also reported to have already provided a sum for the preparation of the road-bed for the rails. There, therefore, seems to be no longer any reasonable doubt of the early completion of this long-mooted project, at least that section between the Erie road and Akron, which is by far the most valuable portion of the whole route, which extends to Cincinnati.

We see no reason why a road between the Erie Railroad and Akron should not pay on a fair cost. The connections formed will be most important. At Akron communication can be had with railroads extending to Cincinnati, Chicago and St. Louis. An arrangement will undoubtedly be made with the Cleveland and Mahoning Railroad, to extend the broad gauge into the City of Cleveland, thus making a continuous line between that important city and New York.

One of the most important results of the accomplishment of this new work will be its influence on the value of the New York and Erie Railroad. This work will then have every advantage of position that any great trunk line can possess. In the State of New York it connects by lines of a similar gauge with three great towns in Central and Western New York—Syracuse, Rochester and Buffalo. By the proposed work it will be extended to Erie and Cleveland. Should it go no further than Akron, it will then be in intimate and friendly relations with the entire system of railroads in the interior, which it now reaches through lines hostile to it. In this respect it has for some time past been in a subordinate and unfortunate position. With the Atlantic and Great Western Railroad completed, it must become a vastly more important and valuable work, and occupy a much higher position in public estimation, than at any previous period in its history. In fact, we presume, the apparent certainty of the early completion of the Atlantic and Great Western has had not a little to do with the recent improvement in the securities of this road.

We are also informed that a contract has been recently made for constructing a railroad directly from Jamestown to the City of Erie, thus bringing the Erie Railroad into connection with the Lake Shore line at that point. The building of this road, by the Lake Shore line, is a necessary result of the construction of the Atlantic and Great Western as a matter of self-defence.

### The Recent Attempt to Tax Our Railroads.

The Legislature has finally adjourned, and left our railroads *untaxed*. They had a narrow escape. They have been put to great inconvenience, and the campaign has undoubtedly cost them no small sum; but the thorough ventilation of the whole subject of taxing industrial processes, leading to the formation of a better enlightened, and more favorable public opinion, to protect them against similar attempts, unquestionably leaves them all the better off for the contest. The opponents of our railroads can never go into a similar contest under equal advantages. They took a *snap* judgment of the case, and thought they had everything their own way. Time was gained, and with it their disgraceful defeat. The Legislature, too, has been taught the useful lesson, to defray the ordinary expenses of government by an honest system of *direct* taxation. Having been forced to this step, the enforced precedent for the future will be the more easily followed.

The authorship of this raid upon railroads, and upon particular interests, undoubtedly belongs to Governor Morgan. Although bred a merchant, he was not long in sinking from the level of a statesman, presumed in his favor, to that of a politician. His administration wanted money. He had not the moral courage to take the only fair and honest course—that of *direct taxation*, for fear it might lose him some votes in a contest for renomination, or for some other political preferment. He consequently cast about him for some rich but weak subject, who might be despoiled of a large sum, annually, without the power of successful resistance. He took the very one that cannot be interfered with, without the greatest harm to the public welfare. Had he taken the Banks or Insurance Companies as the subjects for spoiliation, the justice of the measure would have been equal, but the injury to the public much less. Fortunately, he failed through the pertinacious resistance of the Senate. But the example set by him at the commencement of the session became a passion. One interest, or class, after another were seized upon, and the authority for their spoliation carried through the Legislature, and no one doubts, by direct bribery, with a high hand, and, in many instance, against the veto of the Governor; so well had the Legislature improved upon the model set by himself. Could he, in the outset, have summoned a little manly pluck, and have said to the Legislature: "We must have some money for current charges of government—let us raise it in the good old honest way, by taxation,"—such an appeal would have brought out the better instincts of the Legislature, in a manner that would have defeated, we fully believe, every obnoxious measure passed by it. But the Governor was the first

to set the example of reckless and partial legislation, and the lesson has been terribly improved upon. It will yet return, in full measure, to plague the inventor.

### The Railway Bureau and Review.

Our neighbors of the "Railway *Review*" are in a facetious mood, taking for their text a current newspaper paragraph copied by us and headed "Smoke consuming locomotive." We gave no authority, because we found none. As it heightens the fun to laugh in company, we propose to invite the Editor of the "Review" to a feast with ourselves over an elaborate production of his own headed "A new Invention for Street Railways," the following notice of which has been handed us by a person who claims the privilege of joining in the laugh.

NEW INVENTION IN STREET RAILWAYS!!!!

The American Railway *Review* of February 16, in its mechanical department contains a drawing and description of what is entitled 'Bartholomew's reversible City Rail,' which the editor says is one of the "new plans which our miserable city track system has called out," and that it would be "very unfortunate if the plain showing that grooved rails are a nuisance, should blow over without leaving any practical results behind when the reform is simple and convenient."

All this may be taken to be a recommendation, by the editor of that department, of the plan so elaborately illustrated and described, as a complete remedy for the evils of a groove.

Instead of grooving the *rails*, the *wheels* are to be grooved in their tread or tyre to the depth of, say, ¼ of an inch and a width of one and a quarter inches, leaving on one side of the groove what may be termed a *flat* flange 1¼ inches thick on the edge, and on the other side of the groove the usual thin sharp flange. The diameter of the wheel through the groove will be, say, 30 inches, while through the broad flange it will be 31¼ inches. The rails are to be 4 inches wide, flat on one side having a projection or longitudinal ridge on the centre of the other side, ¾ in. in height and 1¼ inch wide, or of the size necessary to fit in the groove of the wheels.

One of the rails is to lie with its flat side uppermost, the other rail to lie with the ridge upwards. One wheel will, therefore, run upon the flat rail, with the *edge* of the broad flat flange as its tread, while the other wheel will run upon the projecting rail, with the *bottom* of its groove as the tread. One wheel is to revolve on a diameter of 30 inches, the other 31¼ inches!! At every revolution of the wheels, one side must either travel 4 inches further than the other or there must be just so much slipping. It is proposed to continue this process until the ridge on the one rail is worn out, when both rails are to be reversed, and the process repeated, simply changing sides until the other side is worn out. It may safely be said that such a contrivance could not run ten feet without going off the track. The broad flat flange on one side would be constantly traveling ahead, crowding the car against the opposite rail, while the other broad flange, the instant it came in contact with a little earth or snow, would raise that side so that the small flange would no longer hold. A more complete apparatus for throwing a car *off* could not be devised, even if the Editor of the "Mechanical Department" should apply all his scientific knowledge for that purpose.

A more absurd and senseless mechanical (?) contrivance was never elaborated, we venture to say, in the columns of a journal professing mechanics as a *speciality* of one of its departments.

Is this to be considered a specimen article? If so, the mechanical department of the Review will be a singular record of our improvements in locomotion.

It remained for that paper to discover that a car with a wheel on one side 4 inches in circumference larger than the other, will be an improvement on one having wheels of equal size.

ENGINEER.

When the Editor of the "Review" will find an equal absurdity in the columns of the JOURNAL, we will laugh—on the other side of the mouth.

### Pennsylvania Railroad Dividends.

The following is a complete list of the dividend paying railroads in Pennsylvania for 1859—

| | Per cent. |
|---|---|
| Beaver Meadow | 8 |
| Chesnut Hill | 6 |
| Cleveland, Painesville and Ashtabula | 20 |
| Cumberland Valley, preferred | 8 |
| " " common | 6 |
| Delaware and Hudson | 7 |
| Erie and North East | 10 |
| Hanover Branch | 2 |
| Harrisburg and Lancaster | 10 |
| Lehigh Valley | 6 |
| Mill Creek and Mine Hill | 10½ |
| Mine Hill and Schuylkill Haven | 10 |
| Mt. Carbon and Pt. Carbon | 12 |
| Mt. Carbon | 8 |
| Pennsylvania | 6 |
| Philadelphia, Wilmington and Baltimore | 6 |
| Philadelphia and Reading | 7 |
| Pennsylvania Coal | 6 |
| Philadelphia and Trenton | 8 |
| Schuylkill Valley | 3½ |
| Philadelphia, Germantown and Norristown | 10 |
| Tioga | 6 |
| Westchester | 4 |

### Johnson's Patent Gas Regulator and Burner.

We notice this invention as appearing to be desirable in itself, and as affording increased facilities for lighting cars with gas by saving some 25 per cent. of the amount consumed. This saving, when the gas is consumed from a reservoir containing only a limited amount, is something of an object. The point accomplished in this burner is the better consumption of the carbon. It is well known that the ordinary gas is composed of hydrogen and carbon. Hydrogen is very inflammable, and burns, when alone, with a blue flame. Carbon, on the contrary, burns slowly and requires the heat of the hydrogen to perfect its combustion, but possesses in itself all the illuminating properties. In the ordinary burner the gas escapes without burning completely the carbon. The burning of the carbon is accomplished in this invention, by having a chamber in the top in which the gas is retained by passing it through a series of reticulations until it becomes quite hot from the burning jet above, and by the time the gas reaches the flame, it is so hot that the combustion is perfect. We saw this burner tested by a meter register which had been approved by the New York State Inspector, and the result as shown by a comparison of this burner with one of the best kinds of ordinary burners gave a saving of 25 per cent. of gas and a much better light in favor of the ordinary burners.

### Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 18th April, 1860, were as follows:

| | Th.12. | F. 13. | Sat. 14. | M. 16. | Tu. 17. | W. 18. |
|---|---|---|---|---|---|---|
| FEDERAL STOCKS:— | | | | | | |
| U. S. 5s, 1874 | 102¼ | 102¼ | 102¼ | 102½ | 102¼ | 102¼ |
| STATE STOCKS:— | | | | | | |
| California 7s | 89 | ---- | ---- | ---- | ---- | 89½ |
| Georgia 6s | ---- | ---- | ---- | 103 | ---- | ---- |
| Illinois 5s | ---- | ---- | ---- | ---- | ---- | ---- |
| Indiana 5s | 89½ | 89 | ---- | ---- | ---- | 90 |
| Louisiana 6s | ---- | ---- | ---- | ---- | ---- | 95 |
| Maryland 6s | ---- | ---- | ---- | ---- | ---- | ---- |
| Michigan 6s | ---- | ---- | ---- | 103 | ---- | ---- |
| Minnesota 8s | ---- | ---- | ---- | ---- | ---- | 106 |
| Missouri | 83 | 83½ | 83½ | 83 | 83½ | 82½ |
| New York 5s, 1874 | 100 | ---- | ---- | ---- | ---- | ---- |
| North Carolina 6s | ---- | ---- | 95½ | ---- | ---- | 95½ |
| Ohio 6s, 1870 | ---- | ---- | ---- | ---- | ---- | 100 |
| Tennessee 6s, 1890 | 90½ | 91 | 91½ | 91 | 91 | ---- |
| Virginia 6s | 93½ | 93 | 93½ | 93½ | 93½ | 93½ |
| RAILROAD SHARES:— | | | | | | |
| Chicago and Rock Isl. | 63½ | 63½ | 63½ | 63½ | 63½ | 63½ |
| Clev., Painesv. & Asht. | ---- | ---- | ---- | ---- | 109½ | ---- |
| Clev. and Toledo | 27 | 27½ | 28½ | 28½ | 28½ | 28½ |
| Del., Lack. and West. | ---- | 92½ | ---- | 93 | ---- | ---- |
| Galena and Chicago | 62½ | 62½ | 62 | 62½ | 63 | 63½ |
| Hudson River | 39½ | 40 | 40½ | 42½ | 41½ | 41½ |
| Illinois Central | 60½ | 60½ | 60 | 60½ | 60½ | 60½ |
| Michigan Central | 48 | 47½ | 48½ | 49 | 48½ | 48½ |
| M. S. and N. I. guar'd, | 22½ | 22½ | 22½ | 22½ | 23 | 23½ |
| M. S. and N. I. | 11½ | 11½ | 11½ | 11½ | 12 | 12 |
| New York Central | 79½ | 79 | 78½ | 79½ | 79½ | 79½ |
| New York and Erie | 13½ | 13½ | 13½ | 14½ | 14½ | 14½ |
| N. York and Harlem | 10½ | 10½ | 12½ | 12½ | 14½ | 13½ |
| N. Y. and H. "pref." | 36½ | 36½ | 38½ | 37½ | 39½ | 38½ |
| Panama | 135 | 134½ | 133½ | 133½ | 133½ | 134 |
| Phila. and Reading | 42½ | 42½ | 41½ | 41½ | 41½ | 42½ |
| MISCELLANEOUS:— | | | | | | |
| Del. and Hud. C. Co. | 97½ | 97½ | 97½ | ---- | 97 | 97 |
| Cumberland Coal Co. | 14 | 14½ | 14½ | ---- | 15 | 14½ |
| Pennsylvania Coal Co. | ---- | 83½ | 83½ | ---- | 83 | ---- |
| Pacific Mail S. S. Co. | 104 | 104½ | 104½ | 105½ | 105½ | 105 |
| Canton | 20½ | 21 | 21 | ---- | 21½ | 21½ |
| Brooklyn Water W's. | 102 | ---- | ---- | 102 | ---- | ---- |

The following are the closing prices in the London Market on the 24th March:

| | | | |
|---|---|---|---|
| United States 5 p. c. red. '74 | 91 | to | 92 |
| Illinois Central 6 p. c. red. 1875 | 77 | to | 79 |
| Do. 7 p. c. red. 1875 | 81 | to | 82 |
| Do. do. Fr. L'd red. '60 | 88 | to | 90 |
| Do. $100 shares, $60 p'd. | 45 | to | 48 |
| Mich. Cen. 8 per cent. con. '60 | 84 | to | 90 |
| Do. do. 1869 | 81 | to | 83 |
| Do. do. 1st mortgage (sinking fund), 1882 | 84 | to | 86 |
| Do. $100 shares | 32 | to | 37 |
| Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885 | 45 | to | 50 |
| Do. $100 shares | 5 | to | 10 |
| New York Central, 6 per cent. (sinking fund) 1883 | 85 | to | 87 |
| Do. 7 per cent. 1864 | 91 | to | 93 |
| Do. 7 per cent. (sinking f.) 1876. | 91 | to | 93 |
| Do. $100 shares | 66 | to | 68 |
| New York and Erie 1st mortgage 7 per cent. 1867 | 87 | to | 89 |
| Do. 2d mortgage, 1869 | 80 | to | 82 |
| Do. 3d do. 1883, assented | 66 | to | 68 |
| Do. Bonds, 1862, '71, '75 do. | 28 | to | 32 |
| Do. Shares, assented | 9 | to | 10 |
| Pennsylvania Central B'ds, 1st mort. conv. 6 per cent. | 87 | to | 89 |
| Do. 2d mort. 6 per cent. sterling | 92 | to | 94 |
| Do. $50 shares | 35 | to | 37 |
| Phila. and Reading B'ds, 6 p.c., 1860. | 85½ | to | 90 |
| Do. 6 per cent. 1870 | 73 | to | 78 |
| Do. $50 shares | 15 | to | 20 |

### East Tennessee and Virginia Railroad.

The gross earnings of the East Tennessee and Virginia Railroad for the month of February, 1859 and 1860, compare as follows:

| | 1859. | 1860. | Increase. |
|---|---|---|---|
| Freight | $4,229 77 | $7,449 21 | $3,219 44 |
| Thr'gh pass'gers. | 8,197 72 | 10,241 73 | 2,044 00 |
| Local do. | 4,589 75 | 6,061 02 | 1,471 27 |
| U. S. Mail | 2,170 00 | 2,178 33 | 8 33 |
| Express | 235 95 | 602 43 | 366 48 |
| Total | $19,423 19 | $26,532 71 | $7,109 52 |

This shows a gratifying result. The increase over the month of January, 1860, is $4,474.19, while the increase of the month of February over the month of January, 1859, was only $128.44.

### Don Pedro II Railroad.

EDITOR RAILROAD JOURNAL.

DEAR SIR:—You are aware that the Don Pedro 2d Railroad is in the course of construction, and that the "first section" was opened for use in 1858. You may be somewhat surprised, as I have been, at the extent of trade and travel already accumulated on this short section of 38 miles. The annexed table shows the business from beginning in April, 1858, to the close of 1859:

| | Number of Passengers. |
|---|---|
| April, May and June, 1858 | 29,841 |
| 2d half year, 1858 | 85,271 |
| 1st half year, 1859 | 79,574 |
| 2d half year, 1859 | 109,038 |
| | 304,038 |

| | Passenger receipts. | Freight receipts. | Total rec'pts. |
|---|---|---|---|
| Ap., May and June, 1858. | $24,000 | $12,000 | $36,000 |
| 2d half year, 1858. | 55,000 | 57,000 | 112,000 |
| 1st half year, 1859. | 56,000 | 76,000 | 132,000 |
| 2d half year, 1859. | 89,000 | 140,000 | 229,000 |
| | $224,000 | 285,000 | 509,000 |

Coffee figures largely among the articles transported, being for the last half year over twenty-seven millions of pounds.

This is certainly a very promising exhibit. The latter half year of 1859 shows more than double the receipts of the latter half year of 1858; the receipts being now over $12,000 per mile per annum on this short section of 38 miles.

The entire length of the road as surveyed and now being finally located under the direction of Major Andrew Ellison, Engineer-in-Chief, is 250 miles, extending from the city of Rio Janeiro to the valley of the Parahyba river, and thence up and down that stream. With no larger receipts per mile than has already been attained on the first section, ($12,000,) the gross annual income will be $3,000,000. Allowing 60 per cent. for working expenses, the net profit would be 6 per cent. on the entire capital, which is, in round numbers, $20,000,000.

Intelligent Brazilians, who are familiar with the extent and capabilities of the great coffee region which this road is designed to accommodate, are of opinion that the business will be considerably greater than the above. At all events, it would seem to be quite certain that this important improvement may be regarded as something more than merely a bold enterprise in a new country—as a wise public measure, and as a judicious investment for the stockholders and the government; the government, with an enlarged spirit, having guaranteed 7 per cent. per annum interest on the stock, and most of the stockholders having collateral interests which will be greatly benefitted by its completion.

The "second section" was let in 1858 to Messrs. Roberts, Harvey & Co., an American firm; an account of which was published in your JOURNAL. The work was commenced in May of that year, a few days after the signing of the contract, but as the bulk of the machinery, engines, implements, &c., at first required, had to come from abroad, chiefly from the United States, a number of months elapsed before a large force could be employed. At the end of June, 1859, the work done on the graduation amounted to about $350,000, whilst at the end of December, 1859, only six months later, it had reached the sum of $836,000; showing a progress, during the six months, at the rate of about one million of dollars per annum. As the section now under construction, covers only 17 miles, this may be considered rapid work, for any country. The contractors are required to complete the first 15½ miles, to the big tunnel on the main *serra*, by May, 1863, and to have the big tunnel holed through by the same period, and finished ready for locomotives to pass, within one year thereafter. From the amount of work already done, and the present rate of progress, there is every reason to expect that they will accomplish what they have undertaken. Beyond the big tunnel, the graduation will be much less difficult, although portions of the line will be heavy work.

A considerable part of the "second section" has been sublet to different contractors, from the United States, England, France, Italy, Portugal and Brazil—the languages of these several countries being spoken on the line. Quite a number of workmen, including most of the mechanics and foremen, are from the United States. The majority of the common laborers are Portuguese of the country, who work very well. A number of blacks are employed also. Some of the latter, under judicious management and training have become first rate workmen and tunnel hands.

Jacob Humbird, Esq., a member of the American firm, has the big tunnel under his special charge. There could scarcely be found either in the United States or elsewhere, any gentleman more thoroughly versed in the business, or more competent to conduct a difficult work of this character. The length of this tunnel is 7,000 feet. At present it is worked direct from the northwest portal, in which they have penetrated 100 feet, and from a shaft at the southeast portal, where the heading has been driven, 180 feet. There are three intermediate main shafts being sunk, from 230 to 330 feet deep. The middle shaft will be down ready for tunneling about August next. It is all granite, and, except near the portals, solid enough to dispense with arching.

Brazilians are enterprising. The first city railroad, extending about five miles towards Tejuca, was opened in 1859, and the business on it has been steadily increasing beyond the calculations of the most sanguine, and faster than the company have been able to provide proper car accommodations. Another railroad, over a hundred miles in length, is about being commenced from Santos, running into the interior. *.

### Jeffersonville Railroad.

The earnings of the Jeffersonville and Indianapolis road for March were $4,000 in advance of the earnings of the corresponding month of last year, and the earnings of the first quarter of 1860 are $10,000 in advance of the corresponding period last year.

### Yazoo Valley Railroad.

We learn from the surveying party, engaged in making a reconnoissance of the route of the Yazoo Valley Railroad, that the preliminary survey has been completed from Yocona river, seventy miles from Memphis, to Jackson direct, and has been found most favorable for the cheap and rapid construction of the road. By extending the line direct to Jackson, instead of making a connection with the New Orleans and Jackson road at Canton, from seven to nine miles of distance between Memphis and New Orleans is saved.—*Memphis Bulletin.*

### Lexington and Danville Railroad.

This company was organized on the 10th inst., at Lexington, Ky., under the charter recently obtained from the Kentucky Legislature, by the appointment of the following gentlemen as directors: Joshua F. Bell, Chas. Caldwell, W. J. Maberly, Jas. E. Thompson, G. S. Sharklin, L. H. Chrisman, Leslie Combs, Daniel Sinton, R. B. Bowler.

### North Missouri Railroad.

The following gentlemen were elected directors of this road on the 2d inst.: Isaac H. Sturgeon, D. M. Frost, John J. Anderson, John Wickham, A. Harper, John Sexton, Jr., James C. Edwards, John W. Minor, James S. Rollins, N. B. Coates, John P. Clark, Daniel E. Bryan, Clay Taylor. An organization was subsequently effected by the election of JAMES C. EDWARDS, *President;* JOHN SEXTON, JR., *Vice President;* J. B. MOULTON, *Chief Engineer* and *Superintendent;* Capt. JNO. LEE, *Secretary* and *Treasurer.*

The St. Louis *Republican*, of 6th inst., says:

We learn from sources likely to be well-informed, that the net earnings of the North Missouri road, during the past year, ending April 1st, 1860, will be about $111,000. The amount of State credit used has been $4,350,000. The annual interest on this amount of State credit is $261,000. From which it will be seen that this road is already, in its unfinished condition, earning nearly half enough to pay the interest on the State credit granted to it. Its business is rapidly increasing. It has cost $20,000 per mile less than any other road in the State, finished with like grades; and, therefore, to make it a paying road, has $1,800 per year on the mile less of interest to earn to make it pay. It has no river or other competitor for the trade. The lands along its whole line are the finest in the State, and are rapidly filling up with population, and being brought under cultivation; and, as this is done, the business of the road must increase. The Hannibal and St. Joseph road is not a competitor for the trade on this road. Whatever this road carries to that road to be distributed to people along its line, to the people living on it or at either end, or whatever the Hannibal and St. Joseph road brings to the North Missouri road, to be brought to St. Louis, is so much clear gain to the North Missouri road.

Had the North Missouri road the means to complete its road to the junction, by ballasting and other necessary work, and had there been sufficient rolling stock to do the business offered it the past year, its net earnings would have been double what they are. But in its incomplete condition, the expense of operating it was much greater than it should be, and its loss of business for want of locomotives and cars, has been very great.

We learn that the Directors have ordered $130,000 of additional rolling stock, consisting of locomotives, freight and passenger cars, which will enable it promptly to do the business that may be offered next fall and winter, instead of subjecting its patrons to delays and expenses and annoyances, such as occurred last fall and winter. They are satisfied that the *net* earnings of the company will enable them to pay for this large amount of rolling stock, and at the same time pay all the other expenses of keeping the road in repair, and operating it.

The contractors for the building of the road north of the junction have done about $85,000 worth of work, and have eleven miles of the track ready for the ties and iron, which would have been put down this month if the railroad bill had not failed. The only means left to continue the work with is the balances due by Schuyler and Adair counties, for which they might issue anticipation bonds, and enable the company to progress with the road until these means are exhausted, when it will have to delay further work until the Legislature relieves the company and allows it to use the means heretofore appropriated.

### Lubricating Oil.

To manufacture a lubricating oil, which would not *gum*, would prevent heating, and which would be durable, has been the effort of chemists and of all oil manufacturers. "Lubricating Oil" is valuable inasmuch as it contains minute globulous particles free from gummy material. These globules interpose themselves between the journal and box, on which the journal rolls; but should there be a superabundance of glutinous matter in the oil, it separates, and becoming incorporated with dust and metallic particles, forms a hard substance, which wears out instead of protecting a journal. The oil manufactured by Messrs. J. C. HULL & SONS seems to approach the consummation of that which is requisite in a lubricating oil. They allege that *their own* peculiar process of manufacture decomposes, and entirely frees from their oil, all glutinous material, leaving a most perfect lubricator, which will in no case clog or gum a "journal or bearing." It is sweet and clean, and entirely purified from those inoderous qualities found in many other kinds of oil. The manufacturers offer to supply samples, without reference to quantity, feeling confident that a trial is only necessary to prove its virtues. From its numerous patrons who attest to its superior merits, we confidently bespeak a large success to its originators. For further information we refer to their advertisement, found in another column.

### Junction Railroad.

A contract has been entered into between this company and its former president, W. H. Miller, Esq., for the completion of the line from College Corners to Connersville. The Cincinnati *Enquirer* says that "Mr. Miller retains the office of Superintendent, and is to be secured in the receipt of the gross earnings of the road for a certain time, during which it is to be under his control. From the present terminus to Liberty, a distance of eight miles, it will be in running order by the first of July. The road is now completed to the State line, 20 miles from Hamilton; thence to Connersville is 21 miles—and from Connersville to Rushville, the western end of the road, is 17 miles, making the entire line 58 miles. At Rushville, it connects with the Shelbyville road to Indianapolis. There is as yet no contract for the section between Connersville and Rushville, but we suppose the gap will not be permitted to remain long open after it reaches the former place."

### Peoria and Hannibal Railroad.

The following gentlemen were elected directors of this company on the 10th inst.: Isaac Underhill, Peoria; H. L. Bryant, T. F. Ross and J. H. Peirsall, Lewistown; Wm. Phelps, Issava; Thos. Hamer, Vermont; and L. D. Erwin, Rushville. The office of the company is at Lewistown, Illinois. The officers are: H. L. Bryant, President; L. D. Erwin, Vice President; D. W. C. Bryant, Secretary; Geo. Phelps, Treasurer; Wm. H. Graham, Chief Engineer.

### Cincinnati and Chicago Railroad.

The Cincinnati and Chicago road is to be sold at Logansport on the 28th inst. No bid is to be received until a deposit of $25,000 in cash or $100,000 in bonds is made with the Commissioner by the bidder to secure the payment of his bid. John H. Rea is appointed special Commissioner to carry out the provisions of the decree. The present lessees of the road will probably become the purchasers and form the new company. The original stock, amounting to about $2,000,000, of course, is entirely sunk, as is also a floating debt of some $1,000,000 more or less.—*Cin. Com.*


## To Locomotive Builders and Coppersmiths.

**10,000** pounds Patent Seamless COPPER TUBES, manufactured by a new patent process.

**10,000** pounds Patent Seamless BRASS TUBES, manufactured by a new patent process.

Two inches outside diameter, suitable for Locomotives, or any purpose for which a perfect tube is desirable.

Warranted pure and free from any brazing.

For sale low. Apply to

THE HAMILTON MANUFACTURING CO.,
4t16 No. 76 Cedar st., New York.


OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
*New York*, March 29, 1860.

AT a meeting of the Board of Directors of the ILLINOIS CENTRAL RAILROAD COMPANY, held this day, it was

*Resolved*, That an assessment of Five Dollars per share upon the Capital Stock of the Company, be, and the same is hereby called, payable on the 15th day of May, 1860; and that the same be payable on the stock registered in the City of New York, at the office of the Company in that city, and on the stock registered in London, at the office of Messrs. ROBERT BENSON & Co.; and that parties desiring to pay their instalments in London, may pay the same, at the rate of four shillings two pence sterling to the dollar.

*Resolved*, That the Transfer Books be closed on the 10th day of May, and re-opened on the 15th, and that no transfers be permitted after that date, of shares upon which such assessments shall not have been paid.

*Resolved*, That interest at the rate of seven per cent. per annum be allowed upon all assessments paid previous to the 15th of May, and charged at the same rate upon all assessments paid after that date. By order of the Board.

A. E. BURNSIDE, Treasurer.

PORTER'S IMPROVED CENTRIFUGAL GOVERNOR.

THE ATTENTION OF PARTIES TROUBLED WITH IRREGULAR OR UNsteady power, is respectfully called to this Governor now coming into general use.

It may be used in connection with any valve or cut-off, and will regulate the motion of the engine so perfectly, that its entire load may be thrown on or off at once without sensibly affecting its speed.

I will send a Governor to any responsible person for trial, and if its action be not perfect under the above test it may be returned.

☞ Prices exceedingly moderate. ☜ Send for a circular.

All orders and communications will receive prompt attention. Address CHARLES T. PORTER, Patentee and Manufacturer, 235 West 13th St., NEW YORK CITY.

A few reliable Agents wanted.

LEXINGTON & ST LOUIS 241

JOHN ROBBINS,
MANUFACTURER OF
Copper, Brass, & White Metal Checks,
AND
Various kinds of Railroad Lanterns.
No. 42 Kneeland st., BOSTON.

J. MURRAY, JR.,
ARCHITECT & BUILDER,
No. 3 CEDAR STREET,
(Near Pearl), NEW YORK.
STORES AND OFFICES FITTED UP.

LEWIS E. P. SMITH & CO.,
Copper and Iron Merchants,
397 and 399 Water st., NEW YORK,
DEALERS in Heavy Cut Boiler and Bolt Copper, Spelter, Tin, Lead, Composition, Yellow Metal, Antimony, Wrought and Cast Scrap Iron.


OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY. March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

2m15 W. H. Mull HENNY, Secretary.


PHŒNIX IRON COMPANY'S

SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
With continuous lips, made to fit exactly the flanges of the rails.
SAML. J. REEVES, V. Pres't,
410 Walnut st., Philadelphia.

To Railroad Contractors.

SEALED PROPOSALS for the Graduation, Bridging, Ballasting and Track-laying of sixteen miles of the Junction and Breakwater Railroad from Milford to Georgetown, will be received by the undersigned until Tuesday, the 1st day of May next, upon which day the proposals will be opened and the lettings declared.

All necessary information can be obtained at the Engineer's Office in this place.

MILFORD, Delaware, April 2nd, 1860.

JOHN W. HOUSTON,
*President of the Company*,
T. F. TILGHMAN, Chief Eng.

RAILROAD IRON.

THE undersigned, Agents for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States,
RAILS OF SUPERIOR QUALITY,
and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,
9 South William st.
NEW YORK, Aug. 1, 1858.

JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO

| | |
|---|---|
| Messrs. Cooper & Hewitt, | Messrs. Stillman, Allen & Co. |
| Messrs. Wm. Colnout & Bro., | Peter Cooper, Esq. |
| Messrs. Marshall Lefferts & Bro. | James L. Jackson, Esq. |

## NEW YORK SMELTING COMPANY,

WORKS AT STATEN ISLAND, N. Y.
OFFICE, 51 EXCHANGE PLACE, N. Y.

**Gold, Silver and Lead Ores.**

THIS COMPANY ARE PREPARED TO PURCHASE OR RECEIVE ON CONSIGNMENT the above Ores on as favorable terms as can be obtained in this country or in Europe.

**W. H. McVICKAR, President.**

## S. RUST'S PATENT (applied for) OIL CANS.

This improvement consists in a chamber, or inner wall, on the top of the body of the Can, to catch and save the drippings that come from the tube after using.

The chamber is made large enough to save all drippings that will be accumulated while using a can full of oil, and when the tube is unscrewed to refill the Can, the oil therein collected will run back, keeping the Can always clean on the outside, as well as saving the drippings which are always waste, when using the common cans, by running down the outside & keeping them constantly covered with oil, which difficulty this Can entirely obviates.

Price from $1.25 to $3.50 per doz., according to size.

Attention is invited to the Sewing Machine Can, which is got up in a cheap and handsome manner. Also the common Oil Cans, Door Escutcheons, Drops, Key Bases, etc., at the lowest prices.

Manufactured by S. RUST, Jr.,
162 West 28th Street, New York.

☞ The only Can that will always keep clean while in use. ☜

## CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL.
LOCOMOTIVE, CAR AND CARRIAGE CAST STEEL.
CAR SPRING STEEL,
Far superior to the ordinary kind.
FROG PLATES, POINTS.
Saw, File, Cutlery, Rake, Hoe, Axe and Plough Steel. Gun Metal. Wire and Machinery Steel.
ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO.,
45 Cliff st., New York.

## STEEL, FILES, ETC.

R. GROVES & SONS,
SHEFFIELD, ENGLAND,

MANUFACTURERS of warranted **Cast Steel**, superior quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, German Spring and Sheet Steel of every description—also, **Cast Steel Files**, of high reputation, especially adapted for the use of Machinists, and **Saws** and **Edge Tools** of all kinds.

A stock of the above goods constantly on hand.

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## RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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New York, 1st June, 1859.

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MANUFACTURERS OF
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COPAL VARNISHES AND
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Also, PUTTY, PAINTS and COLORS.

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JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF
MASON'S SPERM OIL,
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SPERM, WHALE, LARD AND OTHER OILS,
For Railroads, Steamers, Machinery and Burning.

## THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY
J. C. HULL & SONS,
(Formerly W. HULL & SON,)
Nos. 108, 110, 112, 114, 116 & 118 Cliff St.,
NEW YORK,
For Railroads,
Machine Shops,
Steamships,
Mills, etc.

THIS OIL having been before the public for a **long time**, and having been **extensively used** in different parts of the country, and on each occasion meeting with **unqualified approval**, renders the manufacturers confident when making the following claims:—

1st. **Its first cost is much less** than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will **not in any way gum** or **clog up** any journal or bearing, **all the gum in the Oil being entirely decomposed.**

3rd. It will keep all journals and bearings **cool, clean** and **bright** as new, thus not only **saving wear and tear**, but **saving also** no inconsiderable amount of **motive power.**

4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is **sweet** and **clean**, and entirely **free from all odor or unpleasant smell.**

6th. It will remain limpid at as low a temperature as sperm.

**CERTIFICATES** from a large number of **Railroad** and **Steamboat officers**, also, prominent **Manufacturers** and **Machine Builders**, can be seen by application as above.

## OIL! OIL!

PEASE'S
IMPROVED ENGINE and SIGNAL OIL,
FOR
RAILROADS, STEAMERS, PROPELLERS,
AND FOR EVERY CLASS OF
MACHINERY AND BURNING.

PRACTICAL TESTS, by Engineers and Machinists, of Thousands of Gallons, PROVE this Oil to be **superior** for **Burning**, and **TWENTY-FIVE** per cent. more **durable** than Sperm Oil, for Lubricating, and the **only** Oil that is in all cases **reliable**, that will keep bearings **cool**, and

**WILL NOT GUM.**

In no case has it failed to meet the approval of the consumer.

The SCIENTIFIC AMERICAN and MANUFACTURER'S JOURNAL, after testing this Oil, pronounce it **superior** to any other for Lubricating.—For sale **ONLY** by the Inventor

F. S. PEASE, 61 Main st., BUFFALO.

Reliable orders filled for any part of the United States or Europe.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

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" P. & J. P. HAWES & Co., Boston.
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" E. J. ETTING & BROTHER, Philadelphia.
" NATHAN TROTTER & Co. "
" E. L. PARKER & Co., Baltimore.
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## Waterbury Brass Agency,

ALEX. ANDERSON, Agent,
52 BEEKMAN STREET, NEW YORK,
FOR THE SALE OF
SHEET BRASS,
COPPER AND BRASS WIRE,
BRASS AND COPPER TUBING,
COPPER RIVETS AND BURS, ETC.
Manufactured at WATERBURY, Conn.

## HENRY SINKLER,

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RAISED and ENGRAVED **Brass** and **German Silver LETTERS** for **Locomotives**, also Manufacturer of **BAGGAGE CHECKS and TICKETS** FOR RAILROAD COMPANIES AND HOTELS.

**Pemberton st.**, between **Ridge Road** and **Broad**, **South of Wallace**, PHILADELPHIA, PA.

## METALS for RAILROAD COMPANIES.

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IMPORTER AND DEALER IN METALS,
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| BLOCK TIN. | SPELTER. | BABBITT METAL. |
| ANTIMONY. | PIG LEAD. | INGOT COPPER. |

## JAMES ANDERSON & CO.,

IMPORTERS OF AND DEALERS IN
HARDWARE AND CUTLERY,
Nos. 23 & 25 Dey Street, NEW YORK.

SOLE AGENTS FOR
TROY BELL FOUNDRY
AND
PHENIX BLACK LEAD CRUCIBLES.

Dealers and consumers are invited to inspect our stock consisting of every article known in the trade, viz, **Builders'**, **Machinists'** and **Founders' Materials**. Stub's and Norton's Files, Tools, etc., etc.
**METALS OF EVERY KIND.**
Favorable terms to first class buyers.

## WM. W. GODDARD,

No. 253 Pearl st., NEW YORK,
MANUFACTURERS OF ALL KINDS
Braziers & Sheet Copper,
YELLOW SHEATHING METAL, BOLTS AND NAILS,
COPPER BOTTOMS,
Locomotive Strips, Tubing Bolts and Bars,
COPPER AND BRASS RIVETS AND BURRS,
Large Flats and extra-sized Sheets, rolled to order at short notice,
*TINNED COPPER OF ALL DIMENSIONS,*
INGOT AND PIG COPPER.

## NATHANIEL LANE,

PATERSON, N. J.,
COPPERSMITH AND BRASS PLANISHER,
MANUFACTURER OF
ORNAMENTAL, SHEET BRASS AND COPPER WORK
FOR LOCOMOTIVE ENGINES,
Brass Domes, Escape Pipes, Steam-Chest Covers,
Cylinder Heads, Jackets, Raised Bands for Boilers, etc., etc.,
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Also, COPPER FLUES OF SUPERIOR QUALITY, and All other Copper Work for Locomotive and Stationary Engines.
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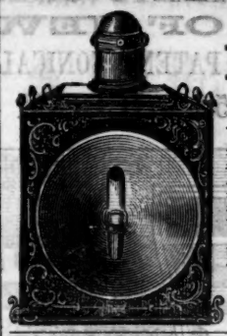

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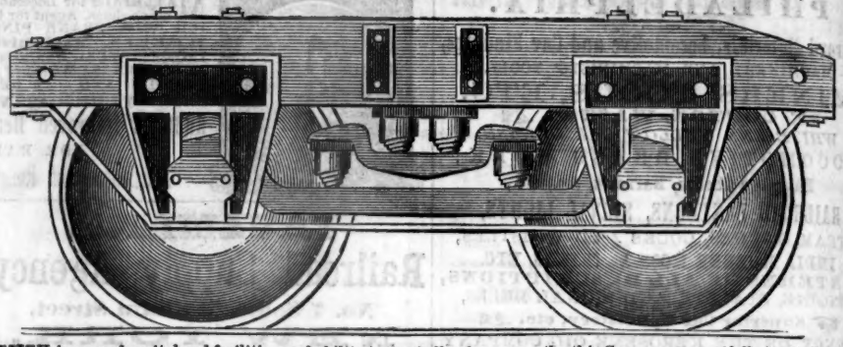

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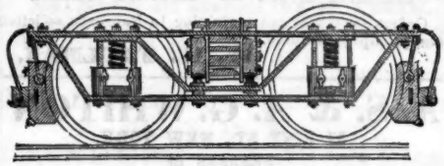

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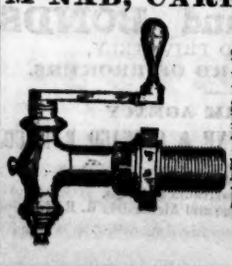

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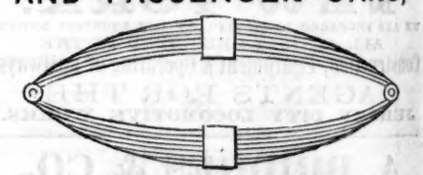

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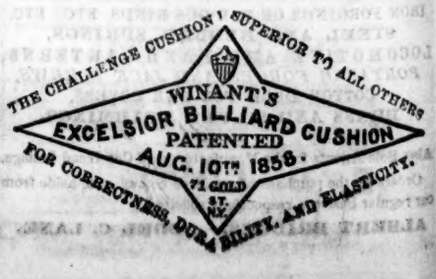
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